

INTIMATIONS



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Hongkong, 7th June, 1915. [726]

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[795]

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Hongkong, 4th February, 1915. [516]

SOURCES OF ENEMY-TRADING
IN JAPAN.

The Japan Gazette in a leading article
says:—

The Allies will appreciate the act of
Japan in issuing instructions to the Ship-
ping Companies not to ship German and
Austrian goods. Especially will Great
Britain appreciate this fresh proof of
loyalty to the Anglo-Japanese Alliance—
a demonstration that Japan will find,
long after the present war, has not been
forgotten. It may be urged that Japan,
being at war, is as much interested in co-
operating with the Allies as they are, but
the fact remained that there were special
difficulties in the way of the Japanese
Government acting in this matter, and it
has met them to the extent of issuing this
order. It is now left to the loyalty of
the Japanese shipping companies to com-
ply with their Government's instructions,
and the result will steadily become known.
The fact that no penalty is attached to
non-compliance will not weigh with loyal
Japanese, who will understand that their
Government has not issued this order
without due deliberation and for a suffi-
cient national motive.

But the Japanese shippers may claim
that there is an obvious obstacle in the
way of their complying with this Govern-
ment instruction not to ship German and
Austrian goods, how are they to know the
ownership or destination of cargo, except
as stated in their manifests? Let us look
at the natural way in which, for instance,
German firms or individuals would pro-
ceed to export contraband to Germany.
They might openly ship copper, say, to
America under the name of a neutral.
Once at an American port the destination
of, say, New York might be changed by a
forwarding agent's order to Chicago.
There it could be repacked as, say, nails
or spikes, and forwarded by a tramp
steamer to, say, Hammerfest, the most
northern Norwegian town in Europe, the
tramp going a round-about way outside
the danger-zone. Even if overhauled by
a British patrolling-vessel, searchers
would overlook such an obvious consignment
as nails. They would hardly break
cargo at sea on such a long chance,
or even take the vessel into a port for
closer search. Once at Hammerfest,
coasting vessels would take the precious
copper down to Bergen, or Christiania, or
some other neutral Scandinavian port,
whence there would be no difficulty in
transporting it to Germany. Besides cop-
per, of course, there are many minerals,
such as tungsten, nickel, etc., which are
almost of priceless value to Germany just
now for munition-manufacturing, and
which can be obtained in Japan. How
are Japanese shippers to know who are
shipping them? The real German shippers
would not, of course, ship under their
own name. They would get some neutral,
or perhaps some Japanese firm or individ-
ual to act for them. The consignment
might read that of a lot of copper
shipped by a Mr. Yamaguchi of Tokyo to
a Mr. Ito of New York. There could be
no ground for suspecting such an appar-
ently innocent transaction—and the cop-
per would safely reach the enemy. In-
deed, there is reason to believe that this
kind of thing has been going on steadily
since the outbreak of the war, and that it
is only recently that the Japanese authori-
ties have decided to investigate some of
these "innocent" shipments.

Probably, if the probe goes deep enough
the real culprits in this matter will be
found, and the discovery may be used
enormously to simplify the stoppage of
enemy-trading in Japan. We have shown
how difficult it is for Japanese shippers
to ascertain the ownership and destina-
tion of contraband, or its detection en
route to Germany. There remains its
removal in Japan. Copper-mines and
other mines have well-known locations,
and are all under Japanese jurisdiction,
according to Japanese law. Now, if the
Germans wished to obtain all the output
of a mine they would have to secure a lien
upon it by means of a mortgage, and such
a transaction would be readily discover-
able by the authorities. Similarly if Ger-
mans, resident in Japan, had been found
purchasing or forwarding large quanti-
ties of contraband since the outbreak of
war, the fact would be *prima facie* evi-
dence of enemy-trading. Why should Ger-
mans in Japan export copper and other
materials for munitions at this time? The
question answers itself—in order to help
the enemy. They would not be sending
the raw material of munitions to help the
Allies or even a Neutral State. Unusual
transactions in such things, at this time,
by a German or German agent in Japan
should be sufficient practically to convict
them of helping Japan's enemy.

Still another important point may be
developed by the present Government in-
quiry, and that is the detection where the
chief sources of dangerous enemy-trading
in Japan lie and the advisability of eli-
minating them finally. We know that
certain resident Germans have been de-
ported, but, with the exception of per-
haps one, all were of comparatively small
influence. Now, it will be observed that
for transactions in copper and other ex-
pensive metals in considerable bulk large
capital is necessary, and the fact points
indubitably to big German firms, or indi-
viduals commanding large German funds,
being engaged in this secret enemy-trad-
ing. There are several such German firms
and German individuals still doing busi-
ness as usual in Japan; by the
grace of the Government, they have a
German Bank here to facilitate their
financial operations; and there can be no
doubt as to the direction in which their
wishes would guide their transactions.
If, therefore, the Government investiga-
tions lead to any of these great German
firms and to the German Bank, the
Japanese Government would resolutely
be justified in deporting the heads of these
concerns and closing down their business.
Such action would only be consistent with
previous deportations of minor Germans
for disturbing public order. A great
firm or a bank could certainly do in-
finitely more harm to Japanese policies
and the Allied cause than any 500 labor-
ers. Besides shipping contraband secretly to

the enemy they are in a position to send
the enemy any kind of valuable informa-
tion. For instance, suppose that, through
their wide and commanding secret influ-
ence in Japan, these leading German
firms were to ascertain that certain war-sup-
plies necessary for Allied defence, which
had been going forward regularly from
Japan, had been suddenly stopped for a
considerable period for domestic reasons;
and supposing those Germans in Japan
transmitted the intelligence promptly to
Berlin, enabling the German forces to
press a successful offensive against the
Allies, just when the latter were handi-
capped by the temporary stoppage of
Japanese supplies—what would be the re-
sponsibility of the Germans in Japan who
had sent the vital intelligence? What,
again, would be the responsibility of the
Japanese Government, which by excessive
toleration had facilitated such communi-
cation with the enemy. Observe that
while many Germans and others could
obtain certain intelligence, it is only
great German firms or individuals under
commanding German influence in Japan
who could safely transmit such intelligence
to the enemy. It would mean a system of
espionage, of agents here and in Shang-
hai or Peking, say, of secret telegraphic
codes or codes that bore merely a com-
mercial face. All such dealings argue
expenditure by Germans in possession of
German funds, and point simply and
directly to the local individual Germans
coming under that category.

This enemy-trading question in Japan
is a much more pressing and important
bearing than Japan has until recently ap-
peared to think. It may be hoped that
this new Government instruction to
Japanese shippers and the new official in-
quiry into suspicious German shipments
of contraband metals may mark the open-
ing of a new Japanese realization of the
danger involved. And as the most com-
prehensive and most simple method of re-
moving the danger, we commend the
method of ascertaining the real sources of
German influence in Japan and closing
those sources definitely. The only effective
way of destroying the deadly "bloom" is
by nipping it in the bud.

WAR BREVITIES.

Here is an extract from a letter written
by a Bluejacket in the Dardanelles, vouch-
ered for by the Censor, who opened it: "We
have been having a busy time, what with
the forts firing and the submarines trying
to torpedo us. However, I remembered
what the chaplain said about when you
are in trouble, look above. I look up,
and there's an enemy aeroplane going to
drop bombs on us."

Some of our men at the front are said to
find that chewing a quid of tobacco serves
to counteract the effects of poison gas.
This bears out one of the claims advanced
on behalf of the "herba panacea," by
John Archer, Physician-in-Ordinary, to
Charles II., who kept apothecaries' shops
in various parts of London and sold
tobacco at all of them. Archer recom-
mended his patients to smoke, holding
that "tobacco purifies the air from infec-
tious malignancy by its fragrance,
sweetens the breath, strengthens the brain
and memory, and revives the sight to ad-
miration."

Mr. Herbert Samuel, the new Post-
master-General, has been at the front in-
specting the postal arrangements in the
field, and has visited Ypres. To visit
Ypres, says the correspondent of the
Daily Mail, entails considerable risks.
The battered remnants of the unfortunate
city are shelled almost daily by guns of
all calibres with every kind of projectile,
ranging from shells filled with poisonous
gases to the 17-inch heavy howitzer. Mr.
Samuel passed about half an hour in
Ypres. He remained in silent contem-
plation of the majestic ruins of the cathed-
ral and the Cloth Hall, whose destruc-
tion is progressive day by day. The view
at the corner of the Grande Place is ter-
rifying, unprecedented; it is unforget-
table. In a little time it will be gone for-
ever.

Mrs. Asquith, the wife of the Prime
Minister, aspires to try her hand at mak-
ing shells and fuses in one of the large
munition factories in the North. When
making a tour over one of the large shops,
says the *Birmingham Post*, Mrs. Asquith
was astonished at the skill attained by
some of the women workers, and she ex-
pressed her desire to "do her bit" in the
shops. She would do a week's work in
one shop, and then another week in a
second, and thus get some experience of
women's work under ordinary conditions.
In announcing her intention, Mrs.
Asquith divulged an interesting ex-
perience which hitherto has been an
open secret only among her personal
friends—namely, that she had been in the
trenches.

WAR OFFICE ON SHELL
PRODUCTION.

Mr. Tennant, replying to Mr. Houston,
said he was not aware that the most de-
structive and effective shells used by the
Germans were made of cast iron. He
would point out that there was no lack of
production of shell bodies, and it was the
production of other component parts that
retarded the output. Whether, there-
fore, a shell was made of cast iron or
forged steel—there were technical objec-
tions to the former—the complete round
of ammunition would not be produced with
greater rapidity. He deprecated the sug-
gestion that our troops were not on level
terms with the Germans in regard to the
type of shell used against wire entangle-
ments and entrenchments.

Mr. Houston asked whether the War
Office were aware that the Germans were
making millions of cast iron shells, and
only recently placed an order for 28 mil-
lions of these shells, and also whether our
machinery for turning out the present
shells was restricted.
The speaker asked Mr. Houston to give
notice of that question.

COURAGE IN DRESS.

CHOICE BETWEEN OLD AND NEW.

BARGAIN-HUNTING IN PARIS

[FROM OUR FASHION CORRESPONDENT.]

Paris, June 26th.

The emptiness of the streets and avenues
increases every week, and only the very
middle of the city shows any real life or
movement. Every one is leaving Paris for
the neighbouring suburbs or for the far-away
country where the war feeling is less intense,
less concentrated and tormented by constant
comment. For several weeks now the shops
and the dressmakers have been "selling off"
and it is to be remarked that bargains are
the same precious things to the feminine
mind as they were before the war.

I heard a little group of women discussing
a grey *luna* hat signed by a maker as well
known for her high prices as for her *cachet*.
The hat is now a bargain, or it was then, and
the price of. All four women wanted it, or
thought they did, and the one who got it
would certainly be a case for "all uncharit-
ableness," momentary but acute. All sorts of
so-called cheap things are to be found in the
shops and the show rooms to-day, and before
them feminine self-denial is breaking down
a good deal. Absorbed faces hang over piles
of blouses, peignoirs, and dresses, marked
with those misleading little tickets on which
a high price is crossed out and a low one
added. Does anyone really believe the
legends on these little tickets? Presumably
they do, otherwise why the attitude of ab-
sorbed interest?

In the more exclusive, calmer precincts of
the big dressmakers a faint perfume comes
from closely seamed ranks of limp garments
hung on wooden shoulders along a bar.
Every garment is *en sold*, and some are very
tempting; but the qualification for buying
bargains successfully is discrimination, and
it is not so common as it might be. Indeed,
the result of bargain-hunting, even among
chefs d'œuvre, is often grotesque. A low
price seems to obscure the inappropriateness
of the garment in question. Richness of
material will sometimes persuade a woman
to wear a colour entirely unbecoming to her
complexion; and this season is no less fertile
in such traps for the unwary than any other.

DANGERS OF THE FANTASTIC.

One of the most common of all pitfalls is
the wide skirt. It seems almost impossible
that it should continue to live in its present
state of width and shortness, and yet every
day it becomes more general. If you sit a
while to watch the "passing show" you will
see that three women out of four are wearing
it, irrespective of their age, figure, or feet. A
slim young woman with an elastic gait can
carry it charmingly, and slim young women
are quite common. But even then the short-
skirt costume has to be extremely well done
to be pleasing. It must be scrupulously
simple, and that means either money or
genius, neither of which is very common in
these days. The slightest lapse towards the
fantastic at once introduces the fatal chorus-
note, and anything touching on modification
of line runs the risk of becoming dowdy.
Safety lies in uniformity of colour and the
most expensive make and material, not only
in the costume itself, but also in the details
which go to complete it.

At no time has the line of demarcation
between expensive dressing and cheap imita-
tion been more marked than it is now, and
at no time has the woman who dresses accord-
ing to her own taste and means been looked
at with an eye so lenient. The only woman
who is not kindly criticized is she who has
obviously failed to achieve her end. No one
is kind to failure in these days, least of all
in dress. French people like a frank alle-
giance, even though it be to the wrong thing,
and, to be paradoxical, the wrong thing is
nevertheless the right.

To have the courage of one's opinions and
to express them in good language is almost a
necessity if you live among French people.
In dress this same courage of expression is
also necessary. To have a style and to carry
it out well is certain to meet appreciation in
France, but to waver between a dozen styles
and arrive at none means dismal failure.
You must be definite, and it is better for you
if you can be definite in a graceful manner.

LOGIC AND INTUITION.

Many women this year are wearing out-of-
date clothes, but in their extreme care to be
well groomed they pass for being well
dressed. Others are getting enough clothes
to put everything in their wardrobe into the
same note—the latest note, of course; and
both are counted correct. But rather than
who tries to compromise, who yields to the
temptation of a new tailor-made and gets
one that is not quite the thing, is wasting
her time and her money, because the new
tailor-mades allow of no half-measures;
either they are very good or very bad, and
the good ones need a master-hand. She who
tries to strike a bargain with fashion by
economizing on her shoes so that she may have
a new hat also makes a mistake, for nothing
but the best of footwear is permissible.

In considering a Frenchwoman's dress we
arrive somewhere near her state of mind.
We find that she is rather logical than intu-
itive; indeed, of intuition she is a little
afraid, and, far away as such qualities may
seem from the question of clothes, they really
have a great deal to do with them. Intui-
tion is a liquid sentiment; clothes are hard
facts, and it is better to treat them as such.
Therefore, when intuition and her mirror
told the Frenchwoman that long, clinging
robes suited her at the very time when the
dressmakers were beginning to make wide
short skirts, she firmly set intuition on one
side and consulted logic.

Either she turned her back on present
fashions altogether or she followed them
correctly. In no way did she try to com-
promise between the two. She may be right
or she may be wrong, but that is what she has
done, and the result is a race of round, short
women dancing along on high heels with short,
full skirts and tall collars, wide-brimmed hats,
and an air of sprightliness rather than
grace or dignity. They look quite pretty and
dainty, but they do not charm as they did
when they were the modern interpretation
of the Greek draperies.

Sir Henry Mackinnon, who has the
Western Command, has hit upon an ad-
mirable solution of the soldiers-for-har-
vest question. Troops are to be sent only
to those farmers who have not kept back
their sons from enlistment. This will be
an appropriate reward for those who have
patriotism first, and leave the calculation
of the worse end of the stick.
It is not the first time that the British
office has dispensed justice with a neat-
ness that is Solomonique.

INTIMATIONS

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK,

MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

[16]

THE HONGKONG WEEKLY PRESS &
CHINA OVERLAND TRADE REPORT

is now ready and contains:

Far Eastern News.

Hongkong.

Chinese Telegrams.

Macao Notes.

Shipping Customs.

Leading Articles:—

West River Conservancy.

Japanese Shipping.

Random Reflections.

Kowloon Cricket Club.

Another Railway smash near Harbin.

The West River flood.

The Recent Looat at Canton.

Kwangtung Flood Relief Fund.

Flood Relief Fund Efforts.

Chinese Charitable Institutions.

River Conservancy in Kwangtung Province.

China's Constitution.

Repatriation of Chinese from Borneo.

Prison of Wales'und.

Cigarette and Tacco Fund.

Belgian Relief Efforts.

Territorial Enfranchisement Fund.

The Day of 70.

Trading with Germany in China.

Conscription Exemption in China.

Snatch Notes.

Peking Notes.

Zeppelin over Thames.

Hongkong-Owens Steamship in Collision.

Chinese Steamship off Woonung.

Shipwreck to the Hong Sea.

Shipping in China.

With the Lord Scottish at Messines.

Motor-Car Accident at Shanghai.

Thieves Busy.

The Law Court.

Passenger Misi.

Company Meeting.

Shanghai and Engineering Co.

Company Reys:—

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Rauß Gelline.

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Hongkong Tramway Co.

Siyangchow Railway.

Commercial.

Extra 100 cents each, Cash.

Copies to be posted from this Office

to subscribers; including postage 34

cents each.

Subscription: \$12 per annum, payable

in advance postage extra.

Hongkong, 30th July, 1915.

[725]

BAGS USED POSTAGE STAMPS.

TABLE FOR PRESENTS.

AMATEURS. 2,000 \$5.00. 3,000 for \$2.00.

3,000 \$1.00. 1,000 for \$1.00.

HONGKONG EXPORTERS AND DEALERS.

THE ANNUAL GENERAL MEETING.

EXPULSION OF ALIEN ENEMY MEMBERS.

The annual general meeting of members of the Association of Exporters and Dealers of Hongkong was held in the Chamber of Commerce Room, New Government Building, yesterday afternoon, Mr. W. A. Hannibal presided, and those also present were:—U. Runjahn (U. Runjahn & Co.), A. Beattie (W. R. Loxley & Co.), J. Barretto (Union Trading Co.), S. C. Ismail (S. C. Ismail & Co.), J. M. Alves (J. M. Alves & Co.), M. Baptista (Baptista & Co.), G. Miskin (Gilman & Co.), A. W. Compton (Davitt & Co.), C. J. Higginbotham (J. D. Hutchison & Co.), F. Bevington (Bradley & Co.), W. M. Humphreys (W. G. Humphreys & Co.), E. V. da Sousa (da Sousa & Co.), T. W. Hill (Bradley & Co.), Un Kam Wa (Tang On Lee firm), and J. H. Brister (Reiss & Co.), with Mr. A. R. Lowe (Secretary).

The Secretary read the notice convening the meeting, after which

The CHAIRMAN said:—Gentlemen, The report and accounts of the Association having been in your hands for some time I will, with your permission, take them as read. The year under review, viz., 1914, witnessed the beginning of the long dreaded European War, which, unhappily, is still going on, and, in consequence, from the date of the outbreak until somewhat late in the year, your committee were unable to meet as frequently as formerly, or to go much into commercial matters generally. However, up to August you will see from the report that quite a lot of good and useful work was put in. Through the energy and interest of Mr. Frank Browne, the Government Analyst, the Hongkong Government have gone to the expense of fully equipping the Laboratory with appliances for testing shipments of Aniseed and Cassia Oils and, after testing, to wire and seal the cases and issue a certificate of analysis at a reasonable fee, full particulars of which you will find in the report, and the thanks of this Association are due to Mr. Browne and the Hongkong Government for the interest they have taken in this matter and their readiness to assist us. This, as you are aware, has been the result of the complaints and claims from buyers on account of the adulteration of the oils whereby they have not come up to the standard tests, and we are in hopes by this means of eradicating all this, so that when a shipment has been duly analysed and certified there shall be no further dispute between buyer, seller or dealer, the Government certificate being a guarantee of standard quality from which there is no recourse. This is done with certain other articles, but at the moment the Home buyers are not disposed to see eye to eye with us on this point, and apparently reserve to themselves the right to arbitrate and/or reject parcels whether accompanied by Government certificates or not. This is a point which your new committee will have to deal with and we hope and believe will bring to a successful issue. The question of false packing of Human Hair has also received the earnest attention of your committee, and steps were being taken to try to overcome this difficulty, but negotiations were abruptly terminated upon the outbreak of the war. At present, however, this article is more or less dead, but the matter will not be allowed to rest, and we hope to be able to force the dealers to deliver the quality they contract to supply, and not inferior and falsely-packed cargo. I may say that these remarks apply equally to Bristles. The report in your hands dealing as it does so exhaustively with all matters that have been under consideration during the year, it is needless for me to labour the various points, or to waste your time in a resumé of what is before you, but I might mention that as regards Fights, where we have found it necessary to approach the Conference in the interest of exporters with reference to time limits for forward bookings, etc., we have always had a sympathetic hearing and, as you are aware, have been able, at least in one instance, to get the time extended from one to three months and a refund of the additional freight paid on legitimate bookings prior to the time negotiations commenced, which, I think you will agree, was satisfactory.

After the outbreak of hostilities your Committee took steps to ascertain the position of Alien Enemy firms in this Colony with regard to outstanding contracts, and as to whether the Banks, Insurance and Shipping Companies would facilitate the finishing up of their contracts with the dealers by these firms, and

all the replies, together with the legal opinion obtained from Mr. Eldon Potter, are fully dealt with in the report.

With regard to a standard form of contract for experts, we have had many expressions of opinion that the time is now ripe to formulate such an one and press the same at last to a finality. No doubt if we could fix a standard form of contract acceptable alike to the Chinese dealer and the foreign merchant, and by which both agree to be bound, it would greatly facilitate business and do away with a lot of petty troubles and disputes, and this matter will doubtless receive the attention of the new committee.

At the last annual meeting Mr. Bevington, in the course of his remarks, expressed regret that this Association did not receive wider support from the Chinese exporters and dealers, and I can only endorse what he then said. It is a pity that the Chinese do not come forward more readily and join in with us, as it is as much for their benefit as for ours, and I feel that so much more good could be obtained if we were brought more in contact with each other in this Association, and discussed openly together in a friendly manner the various points at issue, settle our disputes amicably and discover what really good fellows at heart we all are. I hope members of this Association will do all they can to get our Chinese friends to join us.

There is just one more point to which I would like to draw your attention and that is the question of finance. Our balance sheet, unfortunately, this time shows us with an excess of expenditure over income and this is a state of things which no self-respecting Association can allow to continue. The reason we show a deficit is solely on account of the decrease in membership and consequent loss of subscriptions, and it does not look as if, under present circumstances, there is such chance of making this up unless we are able to induce more firms to join us, and this is a point we must all work for. I think you will agree with me that the Association since its formation has done a considerable amount of good and useful work and thoroughly justified its existence, and it would be a great pity if, for lack of funds, we were unable to continue and tackle the problems that still have to be dealt with, and others that will come up from time to time. We do not want to raise the subscription but to let that remain as it is, but we may have to ask for a special levy of a few dollars from each member this year to meet the deficiency due to the loss of membership, and I feel sure we shall all ungrudgingly contribute this when called upon to do so in order to keep our Association on a solvent basis and allow the good seed that has already been sown to grow and prosper to the mutual advantage of the exporters and dealers of this Colony. I now take pleasure in proposing the adoption of the report and accounts as presented.

Mr. BEATTIE seconded, and the motion was unanimously agreed to.

On the motion of Mr. BEVINGTON, seconded by Mr. MISKIN, the following new Committee was elected:—Messrs. W. A. Hannibal, J. H. Brister, T. G. Weill, T. W. Hill, W. M. Humphreys, U. Runjahn, A. Van Andel, Un Kam Wa, and A. Derby.

GETTING RID OF ALIEN ENEMY MEMBERS.

The annual general meeting was followed by an extraordinary general meeting, at which the CHAIRMAN proposed the following resolution:—That the Rules be altered by the addition of the following new Rule to be numbered XXII, viz.:—Any member who is the subject of a nation between which and Great Britain a state of war exists shall *ipso facto* cease to be a member. In doing so he said:—In proposing the resolution which is now before us, there is very little that I can add to what has already been said at the various meetings of different institutions in this Colony, and in fact, throughout the world. The Chairman of the Chamber of Commerce, only a few days ago in this room, very ably put the whole situation before us, and I think we all thoroughly agree with his remarks. Apart from the purely sentimental side of the question, and the abhorrence we all feel at the way our enemies are prosecuting this war, we have to regard it from the commercial standpoint, and I think you will agree with me that it is not in the interests of this Association, or for the objects for which this Association was formed, that the enemies of Great Britain should continue to be regarded by us as fellow members. I now beg to propose the resolution.

Mr. HUMPHREYS seconded, and it was unanimously carried.

ROYAL HONGKONG GOLF CLUB.

EXPULSION OF ALIEN ENEMY MEMBERS.

An extraordinary general meeting of members of the Royal Hongkong Golf Club, which was held at the Club House last evening, unanimously passed the following resolution:—That the Articles of Association of the Royal Hongkong Golf Club be altered in the manner following:—That the following words be inserted in Article 42 after the word "Creditors": "or be the subject of a nation between which and Great Britain a state of war exists."

The resolution was formally proposed by the Hon. Mr. A. M. Thompson, who presided, and seconded by Mr. B. H. Dodwell.

CORRESPONDENCE.

THE FLOODS.

(TO THE EDITOR OF THE HONGKONG DAILY PRESS.)

SIR,—According to reports, we hear that the floods have subsided, and that conditions are again once more normal; also that large sums of money are being collected to alleviate the distress. Every year at this time we read a similar account, but a few months after, all is forgotten, and the Chinese live in the hopes that such a serious devastation will not occur in the following year. This year we hear that the Kwang Tung Conservancy Board have the matter under consideration, and it is to be hoped that when their report is submitted it will not be pigeon-holed, but be acted upon, and acted upon quickly. From an engineering point of view the solution is not a difficult one, providing that the necessary funds are forthcoming and that the question is treated on broad lines.

It appears that constructional work should be commenced at once in order that full advantage may be taken of the period during which the rivers are in a normal state. Also that the money collected to alleviate suffering should be used in such a way that it may help towards the cost of the constructional work, and thus do away with the occurrence of such floods as have been seen this year.

It is a well-known economical principle that for every active man who is helped to live by charity another man is helped to starve. A man should live by his own labour and not on the gifts of other people; therefore, it might be suggested that, as far as possible, all those who receive help should also give their assistance in the constructional work. With the limited funds which will be at the disposal of the Board for conservancy work expensive constructional work cannot be entertained. The work carried out will consist mainly of huge earth dams, which require little or no skilled labour in their construction, and consequently there is no apparent reason why the sufferers who are receiving relief should not be employed in this work and thus not only earn their own rice but render valuable assistance to their Government in saving their country from future floods.—I am, Sir, Yours faithfully,

A. MICE.

KWANGTUNG FLOOD RELIEF FUND.

The Tung Wah Hospital begs to acknowledge with thanks the following donations to the Kwangtung Flood Relief Fund:—

Hon. Treasurer, Union Church, collections taken on the 25th instant	\$185.00
Per Mr. Y. K. Sheng of H. M. Dockyard's comprehensive Department	308.80
Per Messrs. Yee Cheong from the Chinese at Taipei, Yen 1,310	1,512.70
Mr. A. Abdulrahim	100.00
Messrs. Sing Cheung	100.00
Messrs. Wing Hang	100.00
Messrs. Yue Joong Hong Kee	100.00
Staff of the Dairy Farm Co., Ltd.	177.00
Per Kwong Wa Hospital collection No. 10	92.85
Mr. Wong Lan Sang's 4 steamers	60.20
Per Mr. T. H. S. Steward	36.50
Messrs. Muldoon & Co.	5.00
Messrs. Chun Shing Hong	25.00
Mr. Lai Chan Wa	25.00
Master Ng Tak Cheung	25.00
Messrs. Sam Shing Cheong	25.00
Songtze Ma Yuk Sing	25.00
Mr. Leung King Sang	25.00
Mr. Ho Choy Shi	25.00
Comptroller to Mr. G. Martini	25.00
Mr. Chai Shiu Hing	25.00
Mr. Lu Yee Tin	25.00
Mr. Ho Yee Sang	25.00
Messrs. Kwong Loong	25.00
Comptroller to Carl Bodiker & Co.	25.00
Messrs. Kwong Tak Yuen	25.00
Tin Yat Kuk	25.00
Mr. Wong Kai Ki	25.00
Mrs. Wong Chan Shi	25.00
Messrs. Wan On Hong	25.00
Messrs. King Nam Hing	25.00
Messrs. Yuen Chan	25.00
Messrs. Kwong Man Loong	25.00
A European broker	25.00
Mr. Tong Tai Wan	25.00
Mr. and Mrs. S. M. Churn	25.00
Messrs. Kwong Shing Lee	25.00
Messrs. Wing Shing Cheong	25.00
Messrs. Kwong Tai Wing	25.00
Messrs. Shiu On Tai	25.00
Messrs. Wang Kee	25.00
Messrs. Shing Chai Tong	25.00
Messrs. Kwong Sang Cheong	25.00
Messrs. Tsang Lee	25.00
Messrs. Kwong On Tai	25.00
Messrs. Wing Loong Hing	25.00
Mr. Cheuk Ming Hui	25.00
Messrs. Tak Lee	25.00
Mr. Chai Yam Kiu	25.00
Messrs. Kam Tang Moo	25.00
Messrs. Kwong Loong	25.00
Anonymous	21.60
Anonymous	20.60
Messrs. Chung Wo Yuen	30.00
Old Wai Girls School of Hollywood Road	21.15
No. 1 Theatre of Wongsok, Yaumat	23.10
Mr. Cheng Min one \$10 gold piece	23.15
Mr. Agassiz	10.00
Already acknowledged	287,661.85
Total	\$289,524.00

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 29th July, 1915, state:—

Continued firmness has prevailed throughout the local share market during the past week, and a good general business at advancing rates has again to be reported upon. The July settlement was put through satisfactorily yesterday, and the market closes firm with a tendency to further improvement in most stocks. Shells and Indos have been bought from London, and both stocks close in further request. Plantation Rubber is quoted today at 2/3 per lb., Tin at \$161/8/- and Bar Silver at \$22/- Exchange on London opened at 1/9 T.T., on Shanghai at 75/- and on Singapore at 75/-, the Bank's buying rates for 3 d/s bills on the two latter ports being 75/- and 76/- respectively. Banks.—Hongkong and Shanghai after further sales at \$814 are in request at \$817, with no sellers at present in evidence.

MARINE INSURANCES.—Cargoes have been booked at \$375 and are in further demand. Unions without sales have advanced to a buying rate of \$925, and North China could probably be placed in Shanghai at Tls. 165. Yangtze are unchanged at \$540 with ex 73 nominal.

THE INSURANCES.—Chinas after sales at \$150 have advanced to \$154 with sales and buyers. Hongkong continue in demand at \$363, but without business to report.

SHIPPING.—Indo-Chinas have again been the medium of considerable business at cash rates varying between \$145 and \$150, and at which latter rate they close with buyers, and with buyers forward up to December, \$162 being offered for that month. Douglases during the week have had a sharp rise, and been dealt in at various rates between \$65 and \$69 for cash, at which latter figure more shares are wanted with also a good demand for forward shares at corresponding rates. China and Manilas remain in request at 40 cents, and Star Ferries are required for at \$36. Steamships have improved to a buying rate of \$20, at which figure they have been placed, with more shares wanted at the rate.

OILS.—Shells remain in good demand with local buyers offering 85/- without leading to business. Langkats have been a quiet market and been sold at Tls. 393, and now close with shares on offer at Tls. 38.

REFINERIES.—China Sugars have improved to a buying rate of \$130 for cash, and been booked at \$133 for September delivery and \$136 for October. Lazons have been placed at \$45 and \$46 for cash, and close with a nominal quotation at the latter figure.

MINING.—Kallans remain in demand at 30/- with no shares on offer, and Rauba have been placed in small quantities at \$375. Irons are on offer at 38/- and Uril Caspians are unchanged with a nominal quotation of 43/-.

DOCKS, HARBOURS AND GODOWNS.—Hongkong and Whampoa Docks have been a quiet market during the early part of the week, but now close with buyers offering \$75 for cash shares, and \$76 for September delivery. Hongkong and Kowloon Wharves have hardened and been sold at rates varying between \$74 and \$80, and now close with buyers at the last mentioned figure. Shanghai New Engineering are quoted at Tls. 8, Shanghai Docks at Tls. 51, and Shanghai and Hongkong Wharves at Tls. 92.

LANDS, HOTELS AND BUILDINGS.—Central Estates are unchanged with a nominal quotation of \$100, and Hongkong Lands remain in demand at \$112, with no business to report. Hongkong Hotels are wanted at \$116, Kowloon Lands at \$40, West Points at \$71, and Humphreys Estates at \$630.

COTTON MILLS.—Hongkong Cottons are required for at \$74, with no sellers at the rate. In the North there are buyers of Ewos at Tls. 175, Shanghai Cottons at Tls. 102, and Soy Chers at Tls. 44. Kung Yiks have been placed at Tls. 147, locally.

MISCELLANEOUS.—China Lights are wanted at \$4. China Provident at \$6.30. Dairy Farms at \$24, Electrics at \$42, Icos at \$185, Ropes at \$20, Hongkong Trams at \$5.10, Steam Laundries at \$3.30, Peak Trams (old) at \$9, Poyells at \$61 and Comments at \$7.15. China Lights are on offer at \$42 and Watsons at \$63. China Borneos have a nominal quotation of \$19 and Waterboats of \$15.

MEMOS.—Next Settling Day, August 27th.—Hongkong and Shanghai Banking Corporation transfer books closed 2nd August to 16th August inclusive. Steam Laundry Co., Ltd., annual general meeting 7th August, transfer books closed from 2nd to 7th August inclusive.

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

JOINED.

1.—Sapper H. A. Moosdeen joined the Corps on 29th instant, allotted Corps No. 1879 and posted to Engineer Co. WEEKLY REPORTS.

2.—The weekly state is required at the Orderly Room not later than 5 p.m. to-day.

INSPECTION OF ARMS.

3.—Members of No. 1 Section Scouts Company will return their rifles and bayonets to Headquarters to-day, 30th instant, for inspection. They will be ready for re-issue to-morrow morning, 31st instant.

KING'S PARK RANGE.

4.—This Range has been allotted as follows:—Hongkong Police: 30th July, 4 p.m. to dusk. Hongkong Police: 31st July, 12 noon to dusk.

No. 1 Section Company: 15th August, 9 a.m. to noon.

"G" Company, H.K.V.R.: 29th August, all day.

PARADES.

5.—Parades to to-day, 30th instant, at DETAIL.

6.—Gun Club Hill, Kowloon. Next for duty: H.K.V.R.

Detention Camp, Kowloon. Next for duty: H.K.V.R.

G. E. SHAW, Capt., Adjutant, H.K.V.C.

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 1741.

NEW SEASON'S TEA.

A 5 or 10 Catty Box

constitutes one of the

most acceptable Pre-

sents to those at Home.

Without doubt the

Finest Blend of TEA

at the Price to be had

in China.



LANE, CRAWFORD & Co.

ARE NOW BOOKING ORDERS FOR THIS FINE SPECIALLY BLENDED

FOOCHOW TEA.

PRICES.—Including Freight, Duty Delivery and Insurance to any address in the United Kingdom.

Per 10 Catty Box, \$21.00. Per 5 Catty Box, \$11.50.

[22]

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL.

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 85' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

JOHN I. THORNTON & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 1/2 to 150 H.P.

FAS supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address: "TAIKOO DOCK." 130

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED.

INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES!

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NEW ADVERTISEMENTS

NOTICE OF REMOVAL

ON and after August 2nd, our OFFICE will be in the 2ND FLOOR OF KING'S BUILDINGS, Connaught Road Entrance. JOHN D. HUTCHESSON & Co. Hongkong, 30th July, 1915. [805]

THE STEAM LAUNDRY CO., LTD.

THE THIRTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of Sir C. P. CHATER, C.M.G., on SATURDAY, the 7th August, 1915, at 12.30 P.M. for the purpose of receiving the Report of the Directors with a Statement of Accounts to the 31st May, 1915. The TRANSFER BOOKS of the Company will be CLOSED from 2nd August to 7th August, both days inclusive. C. BERNARD BROWN, Secretary. Hongkong, 24th July, 1915. [809]

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 2nd August, Hongkong, 24th July, 1915. [806]

NOTICE.

FROM August 1st, 1915, my Office will be REMOVED to No. 2, CONNAUGHT ROAD, Third Floor. Telephone 1209. P.O. Box 539. G. MARTINI, Export-Import. Hongkong, 26th July, 1915. [791]

KOWLOON-CANTON RAILWAY.

HONGKONG-CANTON EXPRESS SERVICE.

THE PUBLIC IS HEREBY NOTIFIED that on and from SATURDAY, July 31st, the Full Train Service will be Resumed. By Order, H. P. WINSLOW, Manager, British Section, Kowloon-Canton Railway.

THE ADMINISTRATION.

Chinese Section, Canton-Kowloon Railway. Kowloon, 28th July, 1915. [709]

THE HONGKONG AND CHINA GAS CO., LTD.

THE COMPANY will be pleased if Consumers or Prospective Consumers of GAS for Cooking or Heating purposes will allow the Company's Lady Casseres (who speak English and Chinese fluently and has a practical knowledge of Gas Appliances) to call in order to demonstrate the use of Gas Cookers, Water Heaters, &c., and how to obtain the best results from same. A few hints on the matter given personally will be found of considerable assistance. A post card or letter to the Company asking such assistance will be given early attention. GEORGE CURRY, Local Secretary. Hongkong, 26th July, 1915. [797]

PUBLIC NOTIFICATION.

THE Undersigned, H.B.M. Envoy Extraordinary and Minister Plenipotentiary, hereby publicly notifies all whom it may concern that he has appointed the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA and the HONGKONG AND SHANGHAI BANKING CORPORATION to be the Bank in China to which in accordance with the provisions of the Article V. of the "TRADING WITH THE ENEMY (AMENDMENT) REGULATIONS," No. 10 of 1915, issued by him this Day, all the sums specified in §1 and §3 of that Article are to be paid by any person subject to the jurisdiction of His Majesty's Supreme Court for China. J. N. JORDAN. Peking, 18th July, 1915. [601]

TRAVELLERS' RESTRICTION ORDINANCE.

THE PUBLIC are informed that the PERMANENT PASS issued by the PROVOYER, MESSRS. will not be available after August 7th next. Any person desiring to renew a PERMANENT PASS should give Notice to the CAPTAIN SUPERINTENDENT OF POLICE stating in full the reasons for his request, the places to which he desires to proceed, the average number of journeys made out of the Colony a month, and at the same time return the Permanent Pass in his possession. If the application is granted it will be necessary for the applicant to forward two copies of his photograph, and call personally at the Central Police Station. The size of the photograph should be about 2" x 2". C. McI. MESSER, Captain Superintendent of Police. Hongkong, 19th July, 1915. [772]

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian, desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and complexion of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily. Hongkong, 10th July, 1915. [728]

ENTERTAINMENTS

THEATRE ROYAL.

RETURN VISIT OF THE

Charles Howitt

A. Phillips Co.

3 NIGHTS—3

With four new and popular Plays.

T-O-N-I-G-H-T!

FRIDAY, 30th July—

The Amusing Comedy,

"DON."

A TALE OF A PARSON'S MOST UNUSUAL SON,

A SMILE, A LAUGH, A SIGH, A TEAR.

SATURDAY, 31st July—

The Latest London Success,

"MILESTONES."

MONDAY, 2nd August—

LAST PERFORMANCE,

The Famous Comedy,

"A MESSAGE FROM MARS,"

Horace Parker. Charles Howitt.

COMMENCING AT 9.15 P.M.

PRICES: 3s, 2s & 1s.

BOOKING AT MOUTRIE'S.

Hongkong, 19th July, 1915. [773]

INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 2nd August, to SATURDAY, the 14th August, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered. By Order of the Court of Directors, N. J. STARR, Chief Manager. Hongkong, 27th July, 1915. [800]

FOR IMMEDIATE SALE.

ROAN Pony Ideal Dabhi, winner and placed

twice last meeting, sound, very good pace;

should win a race.

Apply—

L. COME WYNHAM-QUIN.

Hongkong, 10th July, 1915. [739]

IN THE MATTER OF THE ALIEN ENEMIES (WINDING-UP) ORDINANCE, 1914.

IN THE MATTER OF BEHN MEYER & COMPANY LIMITED, AN ENEMY COMPANY WITHIN THE MEANING OF THE SAID ORDINANCE.

NOTICE OF SALE

OF

FREEHOLD AND LEASEHOLD LANDS

AND HOUSES.

SITUATE AT

Collyer Quay, Do Souza Street, Prince Street,

Robinson Quay, Kanish Marican Road,

Mohamed Sultan Road and Grange Road, Singapore.

TO BE SOLD

BY

PRIVATE TENDER.

The 31st August, 1915, has been fixed as the

last day for the acceptance of tenders.

Copies of the Particulars and Conditions of

Sale and form of Tender can be obtained on and

after the 25th June, from the Liquidator at

No. 4, Collyer Quay, Singapore, or from the

Undersigned. J. S. SISON & DELAY,

103, CHANCE ALLEY, Singapore,

Solicitors for the Liquidator. Singapore, 1st July, 1915. [769]



GIVE YOUR RAZOR A NEW LEASE OF LIFE.

Remember we do all kinds of

grinding and edge making. We

sharpen Clippers, Shears, Scissors,

per Pocket Knives, Surgical Instru-

ments, etc.

WE SHARPEN EVERYTHING.

CAMPBELL, MOORE & Co., LTD.

Hongkong, 22nd July, 1915. [897]

TO LET.

NO. 4, "FAIRVIEW," Nathan Road,

Kowloon.

No. 1, "THE ALBANY,"

ROOFS, in Duddell Street.

"ROSEBATH," 2, Hanover Rd., Kowloon.

No. 6, BELLIOS TERRACE, with

entrance on Canial Road.

No. 27, BELLIOS TERRACE, with

entrance in Conduit Road. In very good order.

ONE GODOWN, No. 8, Barrers Street, Wanchai.

TWO GODOWNS, in Duddell Street.

ONE LARGE SHOP in Queen's Road

Central (opposite Hongkong Hotel).

"WOODBURY," No. 4, Hankow Road, Kowloon.

3 ROOMS, suitable for Offices, 1st Floor,

Queen's Road Central.

"WESTWARD HO," Bonham Road.

"MERION," No. 8, The FRAX, Unfurnished (6 Rooms).

"HUMATE," Austin Road, Kowloon.

No. 3, DES VUEX VILLAS, 61, FRAX (Unfurnished).

No. 6, THE FRAX (6 CAMERON VILLAS, 2nd Floor, Alexandra Buildings).

Apply to— LINDSEY & DAVEY, 2nd Floor, Alexandra Buildings. Hongkong, 2nd July, 1915. [738]

HOUSES TO LET

TO LET.

BRITISH CONCESSION, SHAMREN.

ONE THREE-ROOMED FLAT, also Good

Office and Godown accommodation.

Apply—

T. E. GRIFFITH, Ltd., Canton.

Canton, 26th July, 1915. [796]

TO LET.

HALF OF FULLY FURNISHED

HOUSE on FRAX. For two or three

months.

Apply—

Care of "Daily Press" Office.

Hongkong, 26th July, 1915. [794]

TO LET.

FROM 1st September next, desirable SIX

and EIGHT ROOMED Residences in

Broadwood and Wong-Nai-Chong Roads, the

latter commanding a Fine View of the Race

Course.

For terms and particulars, apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.,

Hongkong, 16th July, 1915. [787]

TO LET.

HOUSES in LYBEMOON VILLAS and

TORRES BUILDINGS, ready for

occupation from the 1st August next.

Apply to—

SPANISH DOMINICAN

PROCURACION.

Hongkong, 16th July, 1915. [501]

NOTICE.

TO LET—A HOUSE at Observatory Villas

Kowloon.

Apply to—

ARRATTON V. AFCAE & Co.

Hongkong, 6th July, 1915. [729]

TO LET.

WHOLE OR PART SHOP in Chater

Road.

Apply—

CLARK & Co.,

Opticians.

Hongkong, 29th June, 1915. [705]

TO LET.

2ND FLOOR No. 1, DUDDELL STREET,

for Office or Dwellings.

Apply within.

Hongkong, 1st June, 1915. [616]

TO LET.

FOUR-ROOMED FLATS in Hanat Road,

Kowloon, and MAY ROAD, Hongkong,

with possession on 1st September next.

English Baths and Kitchen Ranges, Hot and

Cold Water, Electric Light, First Class

Modern Appliances throughout, including

Water Carriage System.

"PENYBREW," Midland Row, Kowloon,

6-Roomed House with Tennis Court.

2, MINDEN VILLAS, Kowloon, 5-Roomed

House with Tennis Court.

FOUR-ROOMED HOUSES in Gordon

Terrace and Salisbury Avenue, Kowloon.

FLATS in Nathan Road, Kowloon.

A FLAT in Humphrey's Buildings, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE

Co., Ltd.,

Alexandra Buildings,

Hongkong, 17th July, 1915. [530]

TO LET.

From 1st March.

GODOWN, No. 8, Duddell Street.

Apply—

A. E. AVASTIA,

Care of E. P. PARANET,

No. 1, Duddell Street.

Hongkong, 2nd February, 1915. [244]

TO LET.

HOUSES in GLETON GARDENS,

Comital Road.

OFFICES, facing the Harbour between the

Hongkong Club and Fort Office.

58, THE FRAX "THE RETREAT,"

31, WONG-NEI-CHONG ROAD.

GODOWNS, New Praya, Kennedy Town.

GODOWNS, at Wanchai Road.

Apply, etc.

THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, 1st April, 1915. [433]

TO LET.

A HOUSE in Knutsford Terrace

Kowloon.

Apply—

THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, 1st March, 1915. [45]

QUEEN'S BUILDING.

TO LET, the South-West portion of the

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[13]

MARRIAGE.

DE CARVALHO—FARADAY.—Dr. ARTHUR DE CARVALHO, elder son of Mr. CARVALHO, of the Hongkong Treasury, and Mrs. CARVALHO, of Hongkong, to ALICE FARADAY, daughter of Mr. and Mrs. FARADAY, of San Francisco, and niece of Mrs. P. WINTER, at the Church of Sacred Heart, Yokohama, Japan. San Francisco and London papers please copy. [807]

HONGKONG OFFICE: 101, DES VUEX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

Hongkong, July 30th, 1915.

GERMAN METHODS OF TRADE IN CHINA.

A LONDON correspondent of the North China Daily News, writes that he has taken great care to obtain a compendium of British expert opinion on the question as to why Germans succeed in competition with British firms in the Far East. German success, he writes, is really due in the first place to the fact that they start in their competition with certain positive advantages such as monopolies, "of which there are more than many people think." Chief of these, he goes on to say, are (1) in aniline dyes; (2) in munitions of war; (3) in respect of subsidized shipping; (4) in the sole handling of German-produced goods. But when the writer attempts to show how the Germans proceed to work and refers to the disclosures during the liquidation of German firms at Hongkong, "as having thrown considerable light on the subject, he gives an air of authority to statements and suggestions which we are satisfied from our own inquiry are inaccurate and misleading. The correspondent says he has been informed that

Certain German firms at Hongkong have been receiving a commission of twenty per cent. for selling German aniline dyes, yet they have been selling British goods on credit at cost price and sometimes less than cost price. Circumstances like this can only be explained by the fact that there is in Germany a sort of State-aided financial trust, whose main object is to out-British trade by placing German firms in a position to meet losses which these disreputable methods of business necessarily entail. Of course, it is obvious why the German firms do this. They can then go to the Chinese and point out that they can sell British goods even more cheaply

than British traders, and they suggest, inferentially, that the British firms are making vast and unjustifiable profits. No doubt, too, the German firms represent to the Chinese that the British goods they are selling are often made in Germany. It is true that the commission paid on aniline dyes by the German manufacturers appears high, though if as much as twenty per cent. has been paid, it must have been an isolated case. As a rule the commission paid, we understand, rarely exceeded ten per cent. and out of this the merchant had to defray a number of charges, including commission to buying agents, which left his own commission at a much more modest figure than that represented. The further statement that the Germans have been selling British goods on credit at cost price and sometimes at less than cost price is capable of a very different explanation to that suggested by our contemporary's contributor. We stated sometime ago, and we can repeat now with added assurance, that the liquidations in Hongkong have supplied no proof whatever of State-aid for German merchants. Nor have we been able to learn that German merchants made a practice of "selling British goods on credit at cost price and sometimes less than cost price." Very likely this has been done occasionally, but a simple explanation readily suggests itself. If a merchant concluded on advice from home that the price of a commodity was likely to fall he would naturally sell out his stocks at cost price or even a little below, rather than wait for a heavier loss, which appeared to him inevitable. The sooner the true reasons for the successful competition of the Germans are appreciated by the British merchants and manufacturers who are hoping to permanently capture the German trade the better chance will they have of succeeding. It is not by State-aid that the Germans have succeeded, but by their "pushfulness" and readiness to accommodate their clients. The writer whose article we are dealing with says: "Using neither 'superior industry' nor 'thrift,' as is sometimes suggested, but rather by employing very astute methods of action, the Germans proceed to win our trade by offering special financial facilities." This means, in short, that they succeeded because they took greater risks than British merchants cure to do. It is unnecessary to remark that British merchants have been just as able as the Germans to offer "special financial facilities" to their Chinese customers; but they have steadily opposed the policy of long credits which is manifestly dangerous in a country like China where it is impossible to follow the security and exercise a lien on it after it has been delivered to Chinese. The practice of the German firms has been to make the comprador responsible for the debt, but it is an open secret that the amounts owing have been in some cases many times the amount of the comprador's security. It is well-known that from time to time German firms in China have suffered very heavy losses because of this, but on the whole, the long credit policy seems to have served their purpose: at all events the German merchants in China were never in a stronger position than they were just before the war broke out. German success, however, has not been due entirely to long credits. "Superior industry" has been shown in many directions. It has been encouraged, for example, by the system of paying the staff partly on a commission basis. This system, we understand, has prevailed among German firms much more generally than among British firms, and it has undoubtedly been an important factor in German success. Coming into the field of competition late in the day, the Germans naturally fastened upon every opportunity to establish themselves. They showed a greater readiness to meet the requirements of the Chinese; they did not dispense those small lines of trade generally described as "muck and truck," and it is well known that many of these lines have been developed by the Germans into very important dimensions. No thing was "too small" for the German, and this explains how it has come about that the Germans, up to the time of the outbreak of the war, were in possession of so many British agencies. British merchants and manufacturers

THE WAR.

THE POSITION OF THE WAR.

SPEECH BY MR. ASQUITH.

GERMANS FORCED BACK BY RUSSIANS.

CALM IN THE WEST.

MR. LLOYD GEORGE AND MUNITIONS.

THE SINGAPORE MUTINY.

GENERAL.

MR. ASQUITH ON THE WAR.

A CONTEST OF ENDURANCE.

LONDON, July 28th.

In the House of Commons to-day Mr. Asquith moved the adjournment of the House until September 14th.

The Prime Minister pointed out that the Coalition Government had been responsible for a substantial legislative output, including the War Loans, which had convinced the world, and particularly our Allies, of Great Britain's determination wholeheartedly to prosecute the war to a successful issue. (Cheers.) Their output also included the Munitions Act and the National Register. Mr. Asquith emphasised the value of the latter. Eventually, he said, large proposals would be made regarding taxation. These would be none the worse for further consideration. The Government had surveyed the necessities of the nation, and they had no further legislation to which they wished to invite assent.

Mr. Asquith emphasised that the war for some time was likely to be a contest of endurance. We would be ungrateful and insensitive indeed if we did not recognise the indescribably gallant efforts of our Russian Allies (Loud Cheers.) "I do not think," the Prime Minister said, "that in the whole of military history there has ever been a more magnificent example of discipline and endurance than that shown by the Russians in the last seven weeks." (Renewed cheers.)

Our new Allies (Italy), with carefully prepared movements, were steadily gaining ground. He believed that very shortly they would reach their objective. (Cheers.)

Confidence in the result of the operations at the Dardanelles was undiminished.

Our Fleet was stronger than at the beginning of the war, and the enemy's submarines were not going to inflict any substantial injury to our trade.

Recruiting was highly satisfactory, the latest returns being the best for a long time past.

In the course of his speech Mr. Asquith said that since the beginning of the war there had never been a time when Anglo-French fraternity and comradeship had been greater or when the Allies were more confident of victory. (Cheers.) We had nearly experienced a year of war. Had anyone in the history of the world seen a more miraculous transformation in a country—not in its soul and heart, but in the outward manifestations of its life? He emphasised that the Fleet had cleared her supplies of food and raw material with the same abundance and freedom, and, judging by the insurance rates, etc., with almost the same immunity as in times of peace (Loud cheers.) The Navy had, up to the present, been denied a grim and glorious fight, but we ought to let the Navy know that we recognised our debt of gratitude—(Loud cheers)—because through its vigilance and the supreme skill with which it was handled we could laugh at invasion, and were immune from the actual ravages of war.

[THROUGH REUTER'S AGENCY.]

In conclusion, Mr. Asquith said that the House of Commons itself was a sight unknown for a hundred years. Members were clad in military garb, and there was not a family but what had given some brothers to the army. This was typical of the whole country. Mr. Lloyd George had organised the industries necessary for the conduct of the war on a basis never before dreamed of in our history, but he believed that it was thoroughly adequate. He urged the country to remember that besides waging war Great Britain was also financing to a large extent the whole of the campaign, and, consequently, they must organise all their industries, and our imports must be made to diminish, especially as regards luxuries. The men who were maintaining the great manufacturing industries were as essential as the soldiers in the field. The Premier emphasised the importance of increasing the supply of gold, and affirmed that the people of Great Britain and the Dominions had risen to the height of a great occasion. It was a great calamity to suggest otherwise, but it was an even greater calamity to suggest that our Allies did not appreciate fully our contributions to the ultimate triumph of the common cause. "Let us," he added, "with the same spirit, energy and determination, persist and persevere to inevitable victory."

LATER.

The House of Commons adopted Mr. Asquith's motion after rejecting an amendment by Sir Henry Daldie, on which no division was taken, that it was not desirable to adjourn for more than a month.

COMPULSORY SERVICE.

QUESTIONS IN THE COMMONS.

LONDON, July 28th.

Prior to the close of the House of Commons, a Liberal member, Captain Guest, raised the question of compulsory service which, he said, was the only way to win the war quickly.

Mr. Josiah Wedgwood, Mr. Amery and Mr. Ellis Griffith strongly supported the demand.

The Labour member, Mr. Thomas, and Mr. Llewellyn Williams denied that any case had been made for compulsion.

Mr. Tennant, Parliamentary Under-Secretary to the War office, replying, said it was doubtful whether the war would have been in a different position if we had more troops in the field. Whether compulsion was desirable or not remained to be seen. He did not wish to say anything to close the door or to embarrass the Government in taking any action which was necessary for the successful conclusion of the war, which the Government would pursue to the last man, to the last shilling and to the last drop of blood.

"DACIA'S" VALUABLE CARGO

HAVRE, July 28th.

The cargo of cotton on the *Dacia*, which was captured by a French cruiser on March 1st, has been sold for £140,000 sterling.

[THROUGH REUTER'S AGENCY.]

THE SINGAPORE MUTINY.

QUESTION OF COMPENSATION.

LONDON, July 28th.

In the House of Commons Mr. Bonar Law, replying to a question regarding the general policy of the Government in the matter of compensation to the sufferers in the recent mutiny in the Straits Settlements, said that he was not yet in a position to make a statement, but he was in communication with the Governor.

THE CEYLON RIOTS.

EXPLANATION IN THE COMMONS.

LONDON, July 28th.

In the House of Commons Mr. Bonar Law, replying to a question by Mr. MacCallum Scott concerning the Ceylon riots, said that they were chiefly due to racial and religious animosities. Sentences of death had been passed in certain cases, but he was not aware whether there had been any persons executed. It was considered right that where all the villages in a certain district were concerned in the rioting that every village should contribute compensation, except when it proves non-participation. The latest information showed that the situation was satisfactory. The trials were all under martial law, but it was considered better that ordinary criminals should be dealt with by ordinary methods, while the others would come under the ordinary military Government.

THE MUNITIONS MACHINE.

A NEW CAMPAIGN.

LONDON, July 28th.

In the House of Commons Mr. Lloyd George said that during the past month munitions workers had increased by 40,000, nearly half of whom were skilled. A hundred thousand voluntary munitions workers had been enrolled, the bulk belonging to the engineering and ship-building trades. Sixteen National factories had been established in different parts of the country, under National control, and this would lead to an enormous increase in the output of shells. However, in consequence of conferences in France, where he had met the French Minister of Munitions and where distinguished French and British artillery officers had compared notes regarding the lessons of the campaign, it had been decided to embark upon a new programme which would very seriously tax Great Britain's engineering resources for some months. We had decided to meet the gigantic demands and to establish ten large Government arsenals, and he hoped that the equipment for these would be ready in a few weeks, to enable us to equip our armies in such a way that even the best armies in Europe would be unable to claim superiority in the slightest respect.

Despite the difficulties due to the unwillingness of the men to leave the front, thousands of skilled men were last month released from the Colours to work on munitions, and thousands more would be available in a few weeks. He mentioned that the Inventions Branch of the Munitions Ministry had been established on similar lines to Lord Fisher's Inventions Branch at the Admiralty. Mr. Lloyd George concluded by remarking that all connected with munitions were working their hardest. He could not give detail as to the progress of the output, but all he could say was that when the present development was completed we would be able to supply shells which would not merely enable us to support our men but would enable them to clear their way to victory.

A RUMOUR.

LONDON, July 28th.

The *Daily News* says that it is rumoured that Colonel Sir Percy Girouard has left the Munitions Department.

[THROUGH REUTER'S AGENCY.]

THE GRAND FLEET.

ARCHBISHOP OF YORK'S SPLENDID TRIBUTE.

LONDON, July 28th.

The Archbishop of York, in a two column article describing his fortnight's visit to the Grand Fleet, says it is impossible to realise the strain of waiting for the day and the sacrifices the men are making for their country; but, despite everything, they are full of cheerfulness. He pays a tribute to the bravery of the men on the trawlers who are patrolling and sweeping for mines. He says that the war has brought the navy and the fleet of coasters and trawlers into a comradeship with which the outsider cannot fail to be impressed. There is an all-pervading sense of readiness in the Fleet, but the deepest and most moving impression is the splendid spirit of comradeship and unity.

The Archbishop said he had never heard a word of criticism or felt the slightest breath of jealousy. The officers and every man are full of admiration and affection for, and had full confidence in, Admiral Sir John Jellicoe.

MR. LLOYD GEORGE AND THE LIBERALS.

LONDON, July 28th.

A remarkable leader appears in the *Daily Chronicle* which pays a tribute to the work of Mr. Lloyd George and denounces "the miserable intrigues" of his former opponents, now his admirers, who are trying to run him as a rival of Mr. Asquith. The *Daily Chronicle* says it is an insult to Mr. Lloyd George to associate him with the intrigues, as he is most loyal to Mr. Asquith, but that it must be frankly admitted that an estrangement has arisen between Mr. Lloyd George and the Liberal rank and file, who think he should repudiate his new born friends who are exploiting him for their own purposes, notably those of conscription and the coercion of labour. The *Daily Chronicle* is confident that Mr. Lloyd George will not be won over to the side of reaction.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

LIVELY STRUGGLE AT SOUCHEZ.

GERMANS AGAIN THROWN BACK.

PARIS, July 28th.

A very lively struggle is taking place to the north of Souchez. The Germans made three violent attacks at different points but were thrown back by vigorous counter-attacks.

A communiqué adds that an attempted German movement at Argonne was checked by the rifle fire of the French troops.

NOTHING NOTEWORTHY.

PARIS, July 28th.

This evening's communiqué states that nothing noteworthy has occurred on the whole front between the sea and the Vosges. We occupied two block-houses in Alsace.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

THE DARDANELLES.

FRENCH AVIATOR'S AGAIN BOOM CHANAK.

PARIS, July 28th.

The French at the Dardanelles have made some progress on the right wing. French aviators bombed the new aviation camp at Chanak and hit the sheds, also a petrol store, causing a considerable fire.

TURKS EXPECT AN ATTACK FROM A NEW POINT.

LONDON, July 28th.

Arrivals at Athens from the Dardanelles report that the Turks are feverishly fortifying the coast of Asia Minor, from the straits of the Dardanelles to the Gulf of Adramytti, as they are expecting an attack from a new point.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE FIGHT FOR WARSAW.

FORMIDABLE RUSSIAN RESISTANCE.

PETROGRAD, July 28th.

The withdrawal of the Russians and the re-disposition of their forces, by the abandonment of deep salients, have shortened the Russian front during the past fortnight to about 700 miles, on over 500 of which fighting is proceeding.

The largest forces are engaged against General von Mackensen's army on the front south of Lublin, but the situation shows signs of growing grave on the narrow front, while the advance of a large German force on a forty-mile front, between Keidany and Poniovit, indicates that a great attack is developing from the Baltic provinces, possibly aiming at getting behind the Neimen defences. This movement is combined with attacks from the south west upon the approaches to the fortress of Kovno.

Altogether it is believed that the German northern armies are advancing on a 120 miles front between the Kovno fortress and Dvinsk, otherwise Duenaburg.

Apparently the Germans are impatient against the formidable Russian resistance and are now making a fresh effort to cut off Warsaw's communications from the north.

There have been many cases of stroke and heat apoplexy amongst the troops, who are also suffering from thirst.

GERMANS DRIVEN BACK.

AMSTERDAM, July 28th.

The Russians are evidently more than holding their own in the present phase of the battle for Warsaw.

To-night's Berlin communiqué is brief, but it admits heavy Russian attacks on the narrow front; also before Warsaw itself.

The Germans claim some 2,000 prisoners, but the claim is unconvincing having regard to the wide front where the Russians are attacking.

Undoubtedly the fiercest engagement is in the region of Roshan where the fighting continues unabated.

The communiqué refers to a village some miles westward of Blonie. It is thus evident that the Germans have been driven back a big distance.

The communiqué says the situation on the Lublin and Cholm fronts is unchanged.

AUSTRO-ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ITALIAN PROGRESS.

ROME, July 28th.

A communiqué states that at Carnia, under cover of a fog, the enemy attempted an attack which was promptly repulsed. Our Alpini stormed a number of trenches on the front at Palpiccolo. We spent a day on the Corno Plateau strengthening the important positions captured on the 26th instant but the Centre made further progress, capturing a number of strongly held trenches, thus straightening our line.

It appears that 102 enemy officers were captured on the 23th.

CHINESE TELEGRAM.

[FROM THE "CHUNG WOO SAN PO."]

THE TYPHOON AT SHANGHAI.

SHANGHAI, July 28th.

Yesterday's typhoon has been followed by very heavy rain.

Many ships have been wrecked, houses have collapsed and many lives have been lost.

The electric light and telephone communication was interrupted till late in the afternoon.

A big steamer is ashore.

HONGKONG GYMKHANA CLUB.

The next Gymkhana is fixed for August 7th. The entries are as follows:—

TENT PEGGING—J. Gibb, L. P. Goldney, T. Duguid, G. C. Moxon, C. C. Boyd, Lt. A. W. Forbes, R.N., Major Lawder, V. G. Smyth, C. H. Blason, G. K. H. Brutton.

GYMKHANA STAKES—Mascotte, Ping Ping, Saxon Chief, Baroda Chief, Aldwych, Duke Dahlia, Tinker, Soldier, Sammie, Maybey, Roman Chief, Lorenzo.

BENDING RACE—Ducrobia II, Ben Mohr, Anon, Bender, Buttercup, Tipperary, Apothecary, Fluke, Thurlston, Skreel.

ONCE ROUND FLAT RACE HANDICAP. To be divided into two classes—Mascotte, Aldwych (Jaipur Chief) Alverstoke, Ping Ping, Saxon Chief, Baroda Chief, Tinker, Soldier, Shabrang, Kukri, Sammie, Winning Hazard, Beattook, Wild Cat, Lorenzo.

LADIES' NOMINATION—J. Gibb, B. Chapman, L. P. Goldney, A. Anderson, G. C. Moxon, P. A. Gao, C. C. Boyd, Lt. A. W. Forbes, R.N., R. T. Burton, G. K. H. Brutton, Fisher.

ONE AND A QUARTER MILE RACE. Handicap—Sunlight, Mascotte, Saxon Chief, Baroda Chief, Aldwych, Duke Dahlia, Tinker, Shabrang, Kukri, Maybey, Roman Chief, Wild Cat, Lorenzo.

"WHY SMITH LEFT HOME."

The Howitt Phillips Company showed in a very excellent manner at the Theatre Royal last evening just "Why Smith Left Home," which is the culmination of innumerable incidents, tragic and comic, around Smith's domestic hearth, chiefly due to the good intentioned but ill-starred interference of the inevitable female relatives. There was a very good house, which particularly appreciated Wheeler Dryden's brilliant impersonation of the French General who has a large and expansive heart for the fair sex, but who crumbles and cringes before the orderings of his Fate, in the person of his haughty lady and mistress. The part required considerable skill, but of the many parts which this clever actor has filled in Hongkong we can never remember seeing him more convincing. Miss Gertrude Godart, as the "aunt by nature but mother-in-law by instinct" of Smith's wife, again showed her undoubted talent, while Mr. Charles Howitt, in the rôle of the unfortunate Smith, was without blemish. Lillian Stanbridge was, with Wheeler Dryden, responsible for most of the laughter of the evening. In the independent, self-assertive character of the "cook-lady," Secretary of the Cook-ladies' Amalgamated Association, she had excellent scope, and did not fail to make the fullest use of it. Miss Doris Phillips, as Smith's wife, was charming, while Jack Elagert was as breezy as ever as Bob, her brother. To-night the Company will produce "Don," a tale of a Parson's most unusual son.

FLOOD IN KWANGSI.

The following Mandate was issued recently by President Yuan Shih Kai:—

Chang Min-chi, Governor of Kwangsi, in successive telegrams states that reports have been received from Linchuan, Kueishien, Hsingan, Kueiping, Yianing, Huanghsien, Yungshan, Pingnan, Tenghsien, Changwu, Shanglin, Kuelin and Kuhua respectively describing the circumstances of the great flood disasters there. Great efforts have already been made to raise and remit funds to the suffering districts, but on account of the grave nature of the sufferings, these efforts are indeed insignificant. Therefore it is requested that a special large grant be issued to relieve sufferers of the affected districts, etc.

Kwangsi has always been known as an indigent province. Last year between Summer and Autumn this province was afflicted successively by drought and flood; the people suffered severely and normal conditions have not yet been restored. Now the Wu and Li Rivers have overflowed inflicting disaster upon the people. We wonder what crimes have been committed by the natives of Kwangsi, so that they have been destined to bear so great a suffering? When I read the telegram I felt deep sympathy for the people. The Ministry of Finance is hereby instructed to issue immediately a grant of \$50,000 to be remitted to Kwangsi, where the Governor shall at once appoint competent officials to proceed to the suffering districts to distribute same according to circumstances, so that the people may be relieved. At the same time means should be devised to raise a contribution in order to hasten the relief work. The sufferers should be carefully pacified and not be allowed to scatter.

INDIAN AFRICAN LINE.

SHIPPING

ARRIVALS.

CHIPPING, British str., 1,100, H. G. Walker, 29th July—Waihaiwei 23rd July, General—Jardine, Matheson & Co.
 CHONGSHING, British str., 1,350, Liddell, 28th July—Tientsin 16th July, General—Jardine, Matheson & Co.
 HANOI, French str., 739, Ch. Le Chevalier, 28th July—Pakhoi 27th July, General—A. R. Martz.
 KASHGAR, British str., 5,538, H. N. Rivers, R.N.R., 29th July—Yokohama 18th July, General—P. & O. S.N. Co.
 PAKHOI, British str., 1,223, 29th July—Swatow 25th July, Ballast—Butterfield & Swire.
 SINGAPOREAN, British 1,800, R. H. P. Sanderson, 29th July—Bangkok 23rd July, Rice—Order.
 SODA MARU, Japanese str., 1,350, F. Hashimoto, 29th July—Bangkok 30th July, Rice and General—China.
 TELAMACURA, British 2,000, Fraser, 29th July—Saigon 23rd July, Rice and General—Order.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE
 July 29th.
 CHONGSHING, British str., for Tientsin.
 KASHGAR, British str., for Singapore.
 WAIHAIWEI, British str., for Hoihow.

DEPARTURES.

July 29th.
 ANNA, Norwegian str., for Bangkok.
 ARSUTTA MARU, Jap. str., for Shanghai.
 CYLON, Swedish str., for Yokohama.
 FUKUNO, British str., for Singapore.
 KASHIMA MARU, Jap. str., for Canton.
 KASHIMA MARU, Jap. str., for London.
 NERA, French str., for Yokohama.
 PHUMPHIN, British str., for Saigon.
 SINKIAN, British str., for Shanghai.
 TATARIA, British str., for San Francisco.
 YUSANG, British str., for Shanghai.

PASSENGERS.

ARRIVED.
 Per Chipping, from Tientsin, for Hongkong, Capt. Christie.
 Per Kashiwa, for Hongkong, from Yokohama, Mr. T. D. Bisscarr, from Shanghai, Mr. and Mrs. S. R. Christie, Mr. and Mrs. D. Nissim, Miss Gubbay, Miss Howard (2), Mrs. F. Ezra, Mr. K. Tazudabara, and Dr. F. P. W. Hough.
 DEPARTED.
 Per Kashiwa, for Europe, etc., Mr. Tazudabara, Mr. Pearmouth, Mr. M. Tazudabara, Mrs. E. M. Trefell, Miss J. F. Turner, Eng. Com. T. Amamoto, Mr. R. Kondo, Mr. A. Sleight, Mr. J. E. Salmon, Mr. W. M. Booth, Mrs. G. M. Allan, Mr. M. K. Bowney, Mr. Cecil Round, Messrs. S. Rousch, C. J. Church, A. Sheda, N. P. Chiling, J. J. Malchamoff, A. Gorodalsky, G. R. Schwetoff, M. Ishida, P. Clinton, R. Borst, Robt. S. Fraser, K. Hasebe, Y. Izumi, R. E. de C. Vidini, J. C. Gatto, H. Baraya, Mr. and Mrs. C. D. Jackson, Mr. and Mrs. Davidge, Mr. Boelen, Miss S. O. Flynn, Messrs. Y. Iwasaki, Y. Yoshida, S. Semoto, T. Minami, E. O. de Gringono, C. J. Cook, P. C. Drijfhout, Marmaral, F. H. M. Pringle, J. B. Matthews, F. V. Balramani, Soreman, P. S. Chinnappa, B. Hora, T. Kohle, H. Kogo, N. Ichizaki, F. Sakuma, Asakura, K. Yabuchi, Miss Arnold, Mrs. Arnold, and Mrs. Englis and infant, Mrs. T. S. Hurdley and infant and Mr. and Mrs. Mody and child.
 Per Atsuta Maru, from Hongkong for Shanghai, Mr. K. L. Gao, Mr. P. S. Semoto, Mr. Y. Matsuda, Mr. K. Kohno, Mr. and Mrs. Tago, Mr. and Mrs. Osborne and child, Mr. K. One, Mr. Kikuchi, Mr. C. Schraubschatter, Mr. A. Heise, Mr. E. O. Bird, Mr. A. W. Grant, Mr. H. H. Power, Mr. F. J. Grogg, Mr. F. D. McLeod, Mr. W. G. Humphreys, Mr. Yamashita, Mr. M. Yamamoto, Mr. G. K. Morris, Mr. Morrison, Mr. C. G. O. Enklaar, Miss A. V. Henderson, Miss Hilde, Mrs. R. Carroll, Miss Smith, Mrs. M. C. McKee, Mr. G. Miho, Mr. Tomlin, Messrs. G. Kumura, Y. Ohta, S. Kozuma, Y. Fujita, K. Yamashita, Mrs. A. Kuchiba, Mrs. F. Ichikawa, Miss Hayashida, Mrs. Matsumaki, Miss Emerson, Mrs. C. Yasuda, Mr. Kumano, Mr. A. P. Castro, Mr. Matsuzaki, and Mr. K. Gohara.
 TO DEPART.
 Per Kashiwa, from Hongkong for London, Mr. R. Twomey, Mr. J. A. Bridgett, Mr. H. Thurlow, Mr. T. Domman, Mr. W. T. Groden, Mr. F. E. Flynn, Mr. W. A. Perry, Mr. C. Lyle, Mr. G. A. Ratcliffe, Mr. J. F. Garland, W. G. H. Harris, Mr. J. Power, Mr. F. J. Barry, Mr. G. A. Bishop, Mr. F. A. V. Macger, Mr. G. L. Holmes, Mr. C. E. C. Hazell, Mr. T. D. Dunbar, Mr. J. A. E. Knight, Mr. C. H. Baner, Mr. W. Alexander, Mr. D. McKenzie, Mr. A. Skinner, Mr. J. Jones, Mr. W. Allison, Mr. J. Byrne, Mr. W. G. Oakes, Mr. H. J. Nobbs, Mr. H. W. Smith, Mr. W. E. W. Osborne, Mr. G. R. Archdeacon, Mr. A. R. Clark, Mr. J. R. Clark, Mr. A. N. Reynolds, Major W. P. A. Hattersley, Smith, Lieut. and Mrs. B. Dryed, Miss A. Dryer, Major E. Dryer, Mr. E. A. Jolly, Rev. Father M. Watson, Mr. H. T. Stanley, Sergt. W. J. Thomas, Mr. T. C. Bolland, for Colombo, Miss A. Hanamann, Miss M. Wall, Miss Sudermann, for Calcutta, Miss R. E. Robinson, Miss C. Blackstock, Miss H. Gove, Miss R. Peterson, for Singapore, Miss A. Ashbrook and Mr. E. Bagot.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k.", nearest Hongkong "h.", midway between Hongkong and Kowloon "m.", and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	KASHGAR	Brit. str.	1	H. N. Rivers, R.N.R.	P. & O. S.N. Co.	To-day, at Noon.
LONDON	CITY OF RANGOON	Brit. str.	1	C. C. Talbot, R.N.R.	THE BANK LINE, LIMITED	On 4th Aug. at Noon.
LONDON VIA USUAL PORTS OF CALL	MALTA	Brit. str.	1	Charters	P. & O. S.N. Co.	On 14th Aug. at Noon.
BOSTON & NEW YORK	BADNOSHIRE	Brit. str.	1	JARDINE, MATHESON & Co., Ltd.	SHAW, TOMES & Co.	On 28th Aug.
MAISELLES VIA PORTS	INDRAWADI	Brit. str.	1	Messageries Maritimes	NIPPON YUSEN KAISHA	About 1st Aug.
MAISELLES, LONDON & VIA SINGAPORE, etc.	POLYNESIAN	Brit. str.	1	NIPPON YUSEN KAISHA	OSAKA SHOSHA KAISHA	On 7th Aug. at 1 p.m.
VICTORIA & TACOMA VIA KIELUNG, SHAI & B.O.	MISHIMA MARU	Jap. str.	1	NIPPON YUSEN KAISHA	JARDINE, MATHESON & Co., Ltd.	On 13th Aug. at Noon.
VICTORIA, B.O. & SHAI VIA KIELUNG, SHAI	AWA MARU	Jap. str.	1	NIPPON YUSEN KAISHA	PACIFIC MAIL S.S. Co.	On 6th Aug. at 3 p.m.
VANCOUVER & SEATTLE	SHATTE MARU	Jap. str.	1	NIPPON YUSEN KAISHA	PACIFIC MAIL S.S. Co.	On 10th Aug. at 4 p.m.
SAN FRANCISCO VIA SHAI & JAPAN, etc.	OSAKA MARU	Jap. str.	1	NIPPON YUSEN KAISHA	PACIFIC MAIL S.S. Co.	About 10th Aug.
SAN FRANCISCO VIA SHANGHAI & JAPAN, etc.	CHIYO MARU	Jap. str.	1	NIPPON YUSEN KAISHA	PACIFIC MAIL S.S. Co.	On 10th Aug. at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, etc.	NIPPON MARU	Jap. str.	1	NIPPON YUSEN KAISHA	TOYO KISEN KAISHA	On 23rd Sept. at 10.30 a.m.
MEXICAN, PERUVIAN & URUGUAY VIA JAPAN	ANYO MARU	Jap. str.	1	NIPPON YUSEN KAISHA	TOYO KISEN KAISHA	On 10th Sept. at Noon.
DELAGOA BAY, DURBAN, EAST LONDON, etc.	SUGAT	Brit. str.	1	NIPPON YUSEN KAISHA	THE BANK LINE, LIMITED	On 26th Aug.
AUSTRALIAN PORTS VIA MANILA	SABERN	Brit. str.	1	NIPPON YUSEN KAISHA	GIBB, LIVINGSTON & Co.	On 9th Aug. at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	HITACHI MARU	Jap. str.	1	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 10th Aug. at 11 a.m.
AGASSAR, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	1	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 10th Sept. at 10 a.m.
JAPAN	TAIMAN MARU	Jap. str.	1	NIPPON YUSEN KAISHA	JAVA-CHINA JAPAN LINE	On 6th Aug.
MOJI & KOBE	KUTSANG	Jap. str.	1	NIPPON YUSEN KAISHA	JARDINE, MATHESON & Co., Ltd.	On 1st Aug. at D'light
WEIHAWEI & TIENTSIN	CHONGSHING	Brit. str.	1	NIPPON YUSEN KAISHA	JARDINE, MATHESON & Co., Ltd.	On 1st Aug. at Noon.
WEIHAWEI & TIENTSIN	CHONGSHING	Brit. str.	1	NIPPON YUSEN KAISHA	JARDINE, MATHESON & Co., Ltd.	On 1st Aug. at D'light
SHANGHAI, KOBE & YOKOHAMA	AMAZON	Brit. str.	1	NIPPON YUSEN KAISHA	Messageries Maritimes	About 1st Aug.
SHANGHAI	MALTA	Brit. str.	1	NIPPON YUSEN KAISHA	P. & O. S.N. Co.	On 3rd Aug. at 4 p.m.
SHANGHAI	YINGCHOW	Brit. str.	1	NIPPON YUSEN KAISHA	JAVA-CHINA JAPAN LINE	On 4th Aug.
SHANGHAI, KOBE & YOKOHAMA	TAIYU	Jap. str.	1	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 4th Aug.
SHANGHAI	TAIYU	Jap. str.	1	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 4th Aug.
SHANGHAI, MOJI & KOBE	CHUNAN	Jap. str.	1	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 4th Aug.
SHANGHAI, MOJI, KOBE & YOKOHAMA	RANGOON MARU	Jap. str.	1	NIPPON YUSEN KAISHA	P. & O. S.N. Co.	On 4th Aug. at 10 a.m.
ANFING & TAKAO VIA SWATOW & AMOY	OSAKA MARU	Jap. str.	1	NIPPON YUSEN KAISHA	OSAKA SHOSHA KAISHA	On 1st Aug. at Noon.
SWATOW, AMOY & FOOCHOW	KAIYU MARU	Jap. str.	1	NIPPON YUSEN KAISHA	OSAKA SHOSHA KAISHA	To-day, at 2.30 p.m.
SWATOW, AMOY & FOOCHOW	HAIRAN	Jap. str.	1	NIPPON YUSEN KAISHA	DOUGLAS LARSEN & Co.	On 3rd Aug. at 2.30 p.m.
SWATOW, AMOY & FOOCHOW	HAIRAN	Jap. str.	1	NIPPON YUSEN KAISHA	DOUGLAS LARSEN & Co.	On 6th Aug. at 2.30 p.m.
SWATOW, AMOY & FOOCHOW	HAIRAN	Jap. str.	1	NIPPON YUSEN KAISHA	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 p.m.
MANILA, CEBU & ILOILO	CHINUA	Jap. str.	1	NIPPON YUSEN KAISHA	BUTTERFIELD & SWIRE	On 3rd Aug. at 4 p.m.
MANILA, CEBU & ILOILO	CHINUA	Jap. str.	1	NIPPON YUSEN KAISHA	JARDINE, MATHESON & Co., Ltd.	On 7th Aug. at 3 p.m.
MANILA, CEBU & ILOILO	CHINUA	Jap. str.	1	NIPPON YUSEN KAISHA	BUTTERFIELD & SWIRE	On 10th Aug. at 4 p.m.
MANILA, CEBU & ILOILO	CHINUA	Jap. str.	1	NIPPON YUSEN KAISHA	OSAKA SHOSHA KAISHA	On 2nd Aug. at 7 a.m.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	INAWO MARU	Jap. str.	1	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 2nd Aug.
BOMBAY, SINGAPORE, MALACCA & COLOMBO	BOMBAY MARU	Jap. str.	1	NIPPON YUSEN KAISHA	JARDINE, MATHESON & Co., Ltd.	On 3rd Aug. at 3 p.m.
SINGAPORE, PENANG & CALUTTA	KUNSHANG	Jap. str.	1	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 4th Aug.
SINGAPORE	ONSHANG	Jap. str.	1	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 4th Aug.
SINGAPORE, PENANG, RANGOON & CALUTTA	COLOMBO MARU	Jap. str.	1	NIPPON YUSEN KAISHA	DAVID BARSON & Co., Ltd.	On 16th Aug.
SINGAPORE, PENANG, RANGOON & CALUTTA	COLOMBO MARU	Jap. str.	1	NIPPON YUSEN KAISHA	THE BANK LINE LTD.	On 25th Aug.
MADEIRA & SOUTH AFRICAN PORTS	MADEIRA MARU	Jap. str.	1	NIPPON YUSEN KAISHA	JAVA-CHINA JAPAN LINE	On 5th Aug.
MADEIRA & SOUTH AFRICAN PORTS	MADEIRA MARU	Jap. str.	1	NIPPON YUSEN KAISHA	OSAKA SHOSHA KAISHA	On 1st Aug. at 10 a.m.
HAIPHONG	KEIJO MARU	Jap. str.	1	NIPPON YUSEN KAISHA	BUTTERFIELD & SWIRE	On 2nd Aug. at 9 a.m.
HAIPHONG	KEIJO MARU	Jap. str.	1	NIPPON YUSEN KAISHA	BUTTERFIELD & SWIRE	To-day, at 9 a.m.
HOIHOW, PAKHOI & HAIPHONG	KUANGSANG	Jap. str.	1	NIPPON YUSEN KAISHA	JARDINE, MATHESON & Co., Ltd.	On 4th Aug. at 6 a.m.
HOIHOW & HAIPHONG	TAKSANG	Jap. str.	1	NIPPON YUSEN KAISHA	JARDINE, MATHESON & Co., Ltd.	On 4th Aug. at 6 a.m.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL
 • MANILA "LOONGSANG" Saturday, 31st July, 3 p.m.
 • SINGAPORE, PENANG & CALUTTA "KUNSHANG" Saturday, 31st July, 3 p.m.
 • MOJI & KOBE "KUNSHANG" Sunday, 1st Aug. D'light
 • WEIHAWEI & TIENTSIN "CHONGSHING" Tuesday, 3rd Aug. Noon
 • HOIHOW & HAIPHONG "TAKSANG" Wednesday, 4th Aug. 6 a.m.
 • WEIHAWEI & TIENTSIN "CHONGSHING" Friday, 6th Aug. D'light
 • SINGAPORE "ONSHANG" Saturday, 7th Aug. 3 p.m.
 • MANILA "YUENSANG" Saturday, 7th Aug. 3 p.m.

RETURN TOUS TO JAPAN.
 The steamers "KUNSHANG", "NAMSHANG" and "POONGSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days.
 The service is supplemented by the "YUENSANG", and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 5 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 Only qualified surgeons is also carried.
 Passengers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on through Bills of Lading to Yangtze, Chaofo, Tientsin, Dairen, W.wei, Wenhwang, etc.
 Taking Cargo on Through Bills of Lading to Kobe, Yokohama, Singapore, Yawos, Uman, etc.
 Telephone No. 215, Sub. Exch. 4.
 Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
 HONGKONG, 30th July, 1915.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
 Telephone No. 215. AGENTS.
 Hongkong, 16th April, 1915.



THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

LONDON FOR STEAMERS DATE OF DEPARTURE.
 LONDON "RADNORSHIRE" On 28th August.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to JARDINE, MATHESON & Co., LTD.,
 Telephone No. 215 Sub. Ex. 10.
 Hongkong, 23rd July, 1915.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
 MONGOLIA 27000 tons MANCHURIA 27000 tons
 KOREA 18000 tons SIBERIA 28000 tons
 CHINA 18000 tons PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

PERSIA (via Suez) Sailing TUESDAY, 3rd Aug. at Noon.
 KOREA " " TUESDAY, 10th Aug. at 1 p.m.
 SIBERIA " " TUESDAY, 17th Aug. at 1 p.m.
 CHINA (via Manila) " " TUESDAY, 31st Aug. at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morici, the world-famous chef. Large plate-rooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.
 The Safety and Comfort of Passengers is our first consideration.
 For further information, rates, literature, schedules, etc., apply to
 R. C. MORTON, AGENT,
 11 KING'S BUILDINGS.
 TEL. NO. 141.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamer Sails.
 LONDON "CITY OF RANGOON" On 4th Aug.
 LONDON "KANDAHAR" On 25th Aug.
 Subject to change without notice.
 For rates of freight and further information apply to
 THE BANK LINE, LTD.,
 HONGKONG, 30th July, 1915.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship "KASHGAR."

Captain H. N. Rivers, R.N.R., carrying His Majesty's Mails, will be despatched from this port TO-DAY, the 30th July, 1915, at Noon, taking Passengers and Mails for the above Ports, in connection with the Co.'s s.s. "MALWA," from Colombo; passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables and Tea and Cargo for India, France, and London will be conveyed direct to Marseilles and London in the s.s. "KASHGAR."
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.
 Hongkong, 19th July, 1915.

For VANCOUVER AND SEATTLE.

THE S.S. "SAKAI MARU" will be despatched about 10th August.
 For Freight and further particulars, apply to JARDINE, MATHESON & Co., LTD.,
 Hongkong, 21st July, 1915.

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.

For BOSTON AND NEW YORK.
 S.S. "INDRAWADI" On or about 15th Aug.
 For Freight and further particulars, apply to SHEWAN, TOMES & Co.,
 Hongkong, 30th July, 1915.

VESSELS EXPECTED.

AUSTRALIAN MAIL.

The str. Aldenham left Sydney for this port (via Queensland ports, Port Darwin, and Manila) on 10th instant, and may be expected to arrive here on or about 2nd August.

THE AMERICAN MAIL.

The P.M. str. Korea sailed from Yokohama on 21st inst. and Manila for Hongkong. The mails have been transferred to the str. Awa Maru of the Nippon Yusen Kaisha, scheduled to arrive at Hongkong on the 1st August.

THE ENGLISH MAIL.

The str. Malta left Singapore for this port on the 28th instant, p.m., with the outward English mail, and is due here to-morrow at about 4 p.m.

INDO-CHINA LINE.

Kutang, from Calcutta, is due in Hongkong to-morrow.

INDIA LINE.

Indra-anika, from Vladivostok, is now due.

ON SALE.

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HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR

Giving all the Important Towns en route from ANTON to WUCHOW.

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Hongkong, 21st January, 1915.

VISITORS TO CANTON

Should Purchase

"FROM HONGKONG TO CANTON"

BY THE PEARL RIVER.

BY CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE \$1.75

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Canton: Messrs. A. R. WATSON & Co.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	KASHGAR	Noon	See Special Advertisement
SHANGHAI	MALTA	About 1st Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	MALTA	Noon	Freight and Passage.
SHANGHAI, MOJI, KOBE, NOKO	MALTA	About 26th Aug.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to—

E. A. HEWETT,
Superintendent.

Hongkong, 19th July, 1915.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL
HONGKONG, PAKHOI and HAIPHONG	"SUNGKIANG"	On 30th July, 9 A.M.
HAIPHONG	"KAIFONG"	On 3rd Aug., 9 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 3rd Aug., 4 P.M.
SHANGHAI	"YINGCHOW"	On 3rd Aug., 4 P.M.
SHANGHAI	"CHEWAN"	On 5th Aug., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 10th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LIANGCHOW," "LUCHOW," "YINGCHOW" and "SUNGKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 30th July, 1915. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY and FOCHOW	"HAITAN"	On 30th July, at 2.30 P.M.
AND RETURN.	"HAICHING"	On 3rd Aug., at 2.30 P.M.
(Occupying at 9 to 10 Days)	"HAIMUN"	On 6th Aug., at 2.30 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARBAIK & Co.,
GENERAL MANAGERS.

Hongkong, 29th July, 1915.

BRITISH INDIA S. N. CO., LTD.

FOR	STEAMERS	TO SAIL
APCAR LINE.	"SANGOLA"	On 30th July, at 2.30 P.M.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

WESTWARD

S.S. "SANGOLA," 5,182 tons, Capt. Milne, R.N.R., will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 16th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 28th July, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

FOR	STEAMERS	TO SAIL
MAIL SERVICE TO AUSTRALIA	"KALJO MARU"	On 30th July, at 11 A.M.
VIA MANILA.	"SOSU MARU"	On 23rd Aug., at 11 A.M.
MANILA SCHEDULE	"KEIJO MARU"	On 17th Sept., at 11 A.M.

(SUBJECT TO MODIFICATION).

STEAMERS

ARRIVE HONGKONG FROM AUSTRALIA

LEAVE HONGKONG FOR AUSTRALIA

WESTWARD

On 30th Aug., at 11 A.M.

On 23rd Aug., at 11 A.M.

On 17th Sept., at 11 A.M.

The above Steamers are fitted with Refrigerator Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

FOR	STEAMERS	TO SAIL
VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN and HONOLULU.	CHIYO MARU	On 24th Aug.
	TENYO MARU	On 14th Sept.
	NIPPON MARU	On 28th Sept.
	SHINYO MARU	On 12th Oct.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer Displacement Tons and Speed. Leave Hongkong.

CHIYO MARU 22,000—21 knots ... TUES., 24th Aug.

TENYO MARU 22,000—21 knots ... TUES., 14th Sept.

NIPPON MARU 11,600—13 knots ... TUESDAY, 28th Sept.

SHINYO MARU 22,000—21 knots ... TUES., 12th Oct.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at Noon.

Steamer via Manila leaves at 10.30 A.M.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

" " " NEW YORK £60. " " " £96.10.

" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Pacific Return Tickets have the option of returning from San Francisco by Steamer of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR	STEAMERS	TO SAIL
VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO IQUIQUE AND VALPARAISO.	ANYO MARU	On 10th Sept.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed. Sails.

ANYO MARU 18,500—15 knots ... Friday, 10th Sept.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291.

MESSAGERIES MARITIMES.

FOR	STEAMERS	TO SAIL
FRENCH MAIL LINES.	"SEATTLE MARU"	On 6th Aug., at 3 P.M.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.	"TANGO MARU"	On 14th Sept., at 4 P.M.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.	"TANGO MARU"	On 14th Sept., at 4 P.M.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA

STEAMER "AMAZONE" On 9th August.

HOMEWARD

MARSEILLES VIA SAIGON and POLYNESIAN

On 7th Aug., at 1 P.M.

PORTS

On 21st Aug., at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915.

TO KOBE \$135. TO YOKOHAMA \$150.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSHEN KAISHA.

FOR	STEAMERS	TO SAIL
REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).	"SEATTLE MARU"	On 6th Aug., at 3 P.M.
THE AMERICAN LINE TO TACOMA and SEATTLE.	"TANGO MARU"	On 14th Sept., at 4 P.M.
In Connection with	"TANGO MARU"	On 14th Sept., at 4 P.M.
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.	"TANGO MARU"	On 14th Sept., at 4 P.M.

For VICTORIA and TACOMA via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA

STEAMER "SEATTLE MARU" On 6th Aug., at 3 P.M.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG and COLOMBO.

STEAMER "TANGO MARU" On 14th Sept., at 4 P.M.

FOR TAMSUI and KEELUNG via SWATOW and AMOY.

STEAMER "KALJO MARU" On 30th July, at 11 A.M.

FOR ANPING and TAKAO via SWATOW and AMOY.

STEAMER "SOSU MARU" On 23rd Aug., at 11 A.M.

FOR HAIPHONG DIRECT.

STEAMER "KEIJO MARU" On 17th Sept., at 11 A.M.

These Steamers of Coast and Foreman Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER,
(Second Floor, No. 1, Queen's Building.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

MARSEILLES AND LONDON

FOR	STEAMERS	TO SAIL
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.	KASHGAR	On 24th Aug.
	MALTA	On 14th Sept.
	NOVARA	On 28th Sept.
	SARDINIA	On 12th Oct.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon "A" Accommodation Single £70. Return £105.

2nd Saloon "A" " " £64. " " £96.

MARSEILLES

1st Saloon "A" Accommodation Single £66. Return £99.

2nd Saloon "A" " " £60. " " £90.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES PROPOSED SAILINGS.

FOR	STEAMERS	TO SAIL
NIPPON YUSEN KAISHA	"KASHGAR"	On 24th Aug.
	"MALTA"	On 14th Sept.
	"NOVARA"	On 28th Sept.
	"SARDINIA"	On 12th Oct.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION

STEAMERS AND DEPARTURE

MARSEILLES and LONDON

"MISHIMA MARU" THURSDAY, 12th

Capt. S. Wada, 16,000, Arg., at Noon.

COLOMBO, SUEZ and PORT SAID

"SUWA MARU" THURSDAY, 25th

Capt. Murai, 21,000, Arg., at Noon.

VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA

"AWA MARU" TUESDAY, 10th

Capt. T. Hori, 12,500, Arg., at 4 P.M.

SYDNEY and MELBOURNE, via MANILA, THURSDAY

"HITACHI MARU" TUESDAY, 17th

Capt. Lominaga, 13,500, Arg., at 11 A.M.

ISLAND, TOWNSVILLE and BRISBANE

"TANGO MARU" TUESDAY, 14th

Capt. Soyeda, 13,500, Arg., at 4 P.M.

CALCUTTA via SINGAPORE, PENANG and RANGOON

"COLOMBO MARU" FRIDAY, 6th

Capt. Sakamoto, 8,000, Arg., at Noon.

BOMBAY via SINGAPORE, MALACCA and COLOMBO

"BOMBAY MARU" MONDAY, 2nd

Capt. Perada, 8,000, Arg., at Noon.

SHANGHAI MOJI and KOBE

"RANGOON MARU" MONDAY, 9th

Capt. Nomura, 10,000, Arg., at Noon.

SHANGHAI KOBE and YOKOHAMA

"TOSA MARU" WEDNESDAY, 4th

Capt. Takano, 12,000, Arg., at Noon.

NAGASAKI, KOBE and YOKOHAMA

"TANGO MARU" SATURDAY, 14th

Capt. Soyeda, 13,500, Arg., at 10 A.M.

SHANGHAI KOBE and YOKOHAMA

"TANGO MARU" SATURDAY, 14th

Capt. Soyeda, 13,500, Arg., at 10 A.M.

Wireless Telegraphy.

FOR	STEAMERS	TO SAIL
SOME PRINCIPAL FARES.	"KASHGAR"	On 24th Aug.
	"MALTA"	On 14th Sept.
	"NOVARA"	On 28th Sept.
	"SARDINIA"	On 12th Oct.

To London (1st Single Yen 1800. Return Yen 2600.)

To Marseilles (1st Single Yen 1600. Return Yen 2400.)

To London, Southampton, Liverpool via New York (1st Single Yen 280.30. Return Yen 400.30.)

To Victoria, Vancouver, Seattle, (1st Single Yen 225. Return Yen 337.10.)

To Sydney, (1st Single Yen 240. Return Yen 341.)

To Yokohama, (1st Return Yen 120. To Kobe, (1st Return Yen 125. 2nd " " 90. 2nd " " 95.)

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1941.

COMMERCIAL.

CLOSING QUOTATIONS

OUTWARD.

		July 29th.
ON LONDON:—	Telegraphic Transfer	1/9
	Bank Bills, on demand	1/6 1/2
	Bank Bills, at 30 days' sight	1/9 1/2
	Bank Bills, at 4 months' sight	1/4
	Credits, at 4 months' sight	1/4
	Documentary Bills 4 months' sight	1/4
ON PARIS:—	Bank Bills, on demand	231/2
	Credits, at 4 months' sight	242
ON GERMANY:—	On demand	nom.
ON NEW YORK:—	Bank Bills, on demand	42
	Credits, at 60 days' sight	nom.
ON BOMBAY:—	Telegraphic Transfer	nom.
	Bank Bills on demand	133
ON CALCUTTA:—	Telegraphic Transfer	nom.
	Bank bills, on demand	133
ON SHANGHAI:—	Bank, at sight	78 1/2
	Private, 30 days' sight	nom.
ON YOKOHAMA:—	On demand	85 1/2
ON MANILA:—	On demand—Pescos	55 1/2
ON SINGAPORE:—	On demand	76 1/2
ON BATAVIA:—	On demand	105 1/2
ON HAIPHONG:—	On demand	90 1/2
ON RANGOON:—	On demand	39 1/2
ON BANGKOK:—	On demand	88 1/2
SOUTHERN, Bank's Buying Rate		111
GOLD LEAF, 100 fine, per tola		58.90
SILVER, per oz.		58.90

ON SALE

ON SALE.

HONGKONG HANSARD REPORTS
of the **MEETINGS** of the
LEGISLATIVE COUNCIL for the
Session 1914.

REVIEWED BY THE MEMBERS.

PRICE 85.

DAILY PRESS OFFICE.
Hongkong, 22nd February, 1914.

SHARE LIST - QUOTATIONS

SHARE LIST.
HONGKONG, 2

STOCKS.

BANKS.—
Hongkong & Shanghai Bank Corporation
China Borneo Company, Limited ...
China Light and Power Company, Ltd. ...
China Provident, Loan & Mortgage Co., Ltd.
COTTON MILLS.—

S'hai Cotton Manufacturing Co., Ltd. ...
Kung Yik Cotton S. & W. Co., Ltd. ...
International Cotton Manufacturing Co., Ltd. ...
Lao Kung Mow Cotton S. & W. Co., Ltd. ...
Boychee Cotton S. & W. Co., Ltd. ...
Ewe Cotton Spinn'g. & Weaving Co., Ltd. ...
Hongkong Cotton Spinning Co., Ltd. ?

	(In Liquidation)	...
	Dairy Farm Company, Limited	...
	DOCKS and WHARVES.	...
	H'kong & Howland Wharf & G. Co., Ltd.	...
	H'kong and Whampoa Dock Co., Ltd.	...
	S'hai. Dock and Engineering Co., Ltd.	...
	S'hai. and Hongkwai Wharf Co., Ltd.	...
	Green Island Cement Co., Limited	...
	Hongkong Electric Co., Limited	...
	Hongkong Hotel Company, Limited	...
	Hongkong Ice Company, Limited	...
	Hongkong Rope Manufacturing Co., Ltd.	...
	Hongkong Tramway Co., Ltd.	...

INSURANCES.--
 Canton Insurance Office Co., Limited
 China Fire Insurance Co., Limited ...
 Hongkong Fire Insurance Co., Ltd. ...
 North-China Insurance Co., Limited
 Union Insurance Society, Limited ...
 Yangtze Insurance Association Ltd. ..

LANDS AND BUILDINGS.—
H'kong. Land Invest. Agency Co., Ltd.
Hongkong Central Estate, Ltd.
Hongkong Land Reclamation Co., Ltd.
Humphreys Estate and Finance Co., Ltd.
Kowloon Land and Building Co., Ltd.
Shanghai Land Investment Co., Ltd.

West Point Building Co., Limited
Maatschappij tot Mijn-, Bosch- en
Landbouw exploitatie in Langkat ...
Mining.—
Chinese Engineering and M. Co., Ltd.
Raub Australian Gold Mining Co., Ltd.
Tromoh Mines, Limited ...

Peak Tramways Co., Limited

REFINERIES.—
China Sugar Refining Co., Limited
Luxon Sugar Refining Co., Limited

SUGAR TRADING COMPANIES.—

China and Manila Steamship Co., Ltd..
Douglas Steamship Co., Limited.
H'kong, Canton & Macao S.B. Co., Ltd..
Indo-China Steam Navigation Co., Ltd..
Shell Transport & Trading Co., Ltd..
Star Ferry Company, Limited

South China Morning Post, Limited
Steam Laundry Company, Limited
STORES AND DISPENSARIES.—
Powell, Wm., Limited
Watson & Co., A. S., Limited
Union Waterboat Co., Limited

Loans.	Amount.
Chinese Imperial 1886	Tls. 767,200

THE CHARTERED BANK OF INDIA

INCORPORATED BY ROYAL CHARTER, 1825.
HEAD OFFICE—LONDON.

Reserve Fund \$1,000.00
Reserve Liability of Proprietors \$1,200.00

FOREIGN EXCHANGE and General
Banking business transacted.
CURRENT ACCOUNTS opened
FIXED DEPOSITS received for 1 year
at the rate of 4 per cent which will be paid

shorter periods at rates which will be given on application.

Wm. DICKSON,
Manager.

Hongkong, 8th June 1918.



The quality of these Cigarettes has been maintained throughout at its high standard in spite of the present European War and the previous war in Turkey and the Balkan States. This is only possible for Maspero Frères, as they always have in their warehouse in Cairo enough Tobacco leaf for their requirements for 2 years.

Have you not noticed how the quality of many other makes of Egyptian Cigarettes has fallen off during the past few months?

BANKS

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).

Capital Subscribed	Yen 10,000,000
Capital Paid-up	" 10,000,000
Reserve Funds	" 3,870,000

President: KAZUTOSHI YAGIU, Esq.
Vice-President: KOJIRO NAKAGAWA, Esq.
DIRECTORS.

IVETOSHI SADA, Esq.
KYOROKU YAMANABE, Esq.
SHINGO MIYAHARA, Esq.
HEAD OFFICE

Akron	Kagi	Makung	Taipei
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Poonchow	Kinkiang	Singapore	Telav

Giran Kobe Shinchiku Tamau
Hongkong London Swatow Tokyo

LONDON BANKERS:—
PARRE'S BANK,
YOKOHAMA SPECIE BANK.

Dairen, Fusan, Hioho, Jolo, Macassar, Mukda
Moji, Nagasaki, Nagoya, Semarang, Soer-
Shimonoseki, Soerabaya, Tientsin, Yokohama
Zamboanga.

HONGKONG OFFICE:
3, DES VŒUX ROAD.
The Bank Transacts Every Description:
General Banking and Exchange Business.

Interest allowed on Current Accounts and
Fixed Deposits.
K. TSUDZURABARA,
Manager,
Hongkong, 13th April, 1915. [556]

NEDERLANDSCH-INDISC
HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital..Fl. 19,907,900 (£1,659,000)
Reserve FundFl. 7,765,500 (£647,125)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.
LONDON BANKERS:
THE WILLIAMS DEACONS BANK.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

on application.
G. A. DUNLOP, Manager,
No. 8, Des Voeux Road Central.
Hongkong, 17th November, 1914. : [18

THE MERCANTILE BANK OF INDIA, LIMITED.

Subscribed	100	000	000	21,500,000
Paid-up	100	000	000	1,125,000
Reserve Fund	100	000	000	562,500
	100	000	000	500,000

BANKERS:

**BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.**
Every description of Exchange business
transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rate which may be ascertained on application
C. T. BEATH

Hongkong, 17th July, 1916. Acting Manager. [755]

MRS CARTWRIGHT, for THE HONGKONG
Road Central Victoria Road

1944-1945, Victoria, Hong Kong.